

Survey Report

Raised Streets & Hollow Sidewalks

Sacramento, California

20 July 2009

Prepared for City of Sacramento Sacramento, CA

Prepared by

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INTRODUCTION

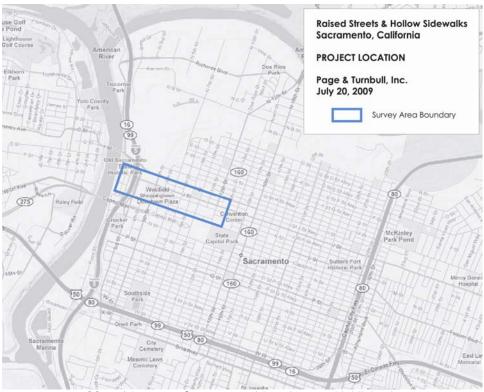
PROJECT OBJECTIVES

The City of Sacramento received a Certified Local Government (CLG) grant from the State Office of Historic Preservation to survey and evaluate the raised streets and hollow sidewalks in downtown Sacramento. Several products were created to evaluate the eligibility of a potential historic district, including: this survey report; a historic context statement; an architectural survey with California Department of Parks and Recreation (DPR) 523 A form documentation; a spreadsheet listing character-defining features; GIS maps; and a District Record (DPR 523 D form). The Capital City Preservation Trust, a local not-for-profit organization, provided matching grant funding for the project.

While the raised streets and hollow sidewalks have generated a lot of interest in the City of Sacramento, the resources have not been comprehensively studied and evaluated as a potential historic district. This project evaluates the significance of the raised streets and hollow sidewalks within a broader historic context, identifies character-defining features of the resources and evaluates the integrity of the features. The survey report concludes with recommendations for next steps.

PROJECT AREA

The raised streets are the framework for the Raised Streets and Hollow Sidewalks Historic District. The District boundary represents the area in which the raised streets are visible and the hollow sidewalk segments remain. The District is bounded by Front Street on the west, I Street on the north, 13th Street on the east, and L Street on the south.



Map of downtown Sacramento with project area highlighted. Page & Turnbull, 2009.

The boundary of the Raised Streets and Hollow Sidewalks Survey was based upon the map entitled, Hollow Sidewalk Evaluation Study, which was produced by structural engineer David Okaskai as part of the 1982 structural engineering report prepared by Barrish, Aldrich and Schroeter in which remaining raised streets and hollow sidewalks were studied. Researchers have created maps to depict which streets were raised between 1863 and 1876, but the boundaries are conflicting; the maps appear in the appendix of this report for reference. According to the 1982 Barrish, Aldrich and Schroeter report, 151 hollow sidewalk segments remained in Sacramento in 1982. Page & Turnbull's architectural survey of the Raised Streets and Hollow Sidewalks was based on the boundary of that report. Verifying the extent of the raised area downtown was not included in the scope of this project. While it is likely that the raised downtown extends beyond the boundaries of the project area, additional research is necessary to determine the outermost boundaries of the raised area.

PROJECT TEAM

The Raised Streets and Hollow Sidewalks project was lead by Page & Turnbull. Ruth Todd, AICP, LEED, AP served as Principal-in-Charge, and Meg Glynn served as Project Manager. Gretchen Hilyard acted as database and GIS coordinator and Rebecca Fogel acted as mapping and graphics specialist. Kortny McCarter, a volunteer from California State University, Sacramento, assisted with the survey.

Paula Boghosian, from Historic Environment Consultants, prepared the historic context statement with assistance from associate, Don Cox.

ACKNOWLEDGEMENTS

Page & Turnbull would like to acknowledge the following individuals for their management and assistance with the Raised Streets and Hollow Sidewalks project:

Roberta Deering, City of Sacramento, Preservation Director Kathleen Forrest, City of Sacramento, Project Manager Josh Cannon, City of Sacramento, GIS Specialist, Development Services Department Marie Nelson, Office of Historic Preservation Fred Turner, Capital City Preservation Trust

RESEARCH DESIGN

METHODOLOGY

The goal of the project was to document the raised streets and hollow sidewalks and to evaluate the eligibility of a potential historic district. To make this evaluation, the following products were prepared:

- Historic Context Statement
- Primary Record Forms (DPR 523 A Forms)
- Excel Spreadsheet listing Character-Defining Features
- Geographical Information Systems Maps (GIS Maps)
- District Record Form (DPR 523 D Form)
- Survey Report

Historic Context Statement

Paula Boghosian of Historic Environmental Consultants prepared the Historic Context Statement. The purpose of the statement was to identify the broad themes and patterns associated with the raised streets and hollow sidewalks. It primarily addresses why and how Sacramento's downtown was raised and is based on records obtained from the Sacramento Archives and Museum Collection (SAAMC) and the Sacramento Room at the Sacramento Public Library. The historic context statement is included in this survey report.

Architectural Survey

Page & Turnbull led an architectural survey of the raised streets and hollow sidewalks within the identified project area. Although the resources surveyed were located below grade, the resources were comprised of buildings and street retaining walls, therefore they were addressed as architectural and engineering features rather than archaeological. The entire project area represents an area that has the potential to yield archeological information, but no disturbances or excavations were made during this survey. Page & Turnbull allocated a portion of the project fee to retain a qualified archaeologist in the event that archeological resources were encountered during the survey.

ACCESS TO RESOURCES

The Raised Streets and Hollow Sidewalks project area represents an urban cultural landscape because the City of Sacramento re-shaped the land to make the downtown habitable and more attractive to businesses. The raised streets and hollow sidewalks represent a cultural landscape; the raised streets are visible at grade and the hollow sidewalks are subterranean features. While it was possible to walk the expanse of the raised streets and note the character-defining features of the sidewalk surfaces and streetscape, not all of the remaining hollow sidewalk spaces were accessible.

The City of Sacramento was responsible for obtaining access to the hollow sidewalk segments for survey purposes. Letters with information regarding the raised streets and hollow sidewalks survey project were distributed to property owners within the project area in February of 2009. The City then contacted property owners via telephone to request access to the hollow sidewalk spaces accessible through their buildings. The City contacted and made appointments with forty (40) property owners. Through door-knocking, Page & Turnbull was able to access another nineteen (19) hollow sidewalk segments.

The hollow sidewalk spaces are accessible through the basements of adjacent buildings or through manholes in the sidewalks above. For the purpose of this reconnaissance architectural survey, the hollow sidewalks were only accessed through the basements of buildings in the project area; City of

San Francisco planning staff provided photographs for the two hollow sidewalk segments located at Rosa Lima Park at the intersection of 7th and K streets, which were taken from Manhole 8. The City also provided photographs for the property at 700 K Street, which was not accessible for survey. Information for the two segments at 700 K Street was included in the database based on the photographs. Additionally, information for two hollow sidewalk segments at 1030 J Street and one segment at 1020 J Street were included in the database based on photographs taken by Historic Environmental Consultants for the *Cathedral Square*, *Cultural Resources Supplementary Report*, *ADEIR*. DPR 523 A Forms were prepared only for those resources accessed and surveyed by Page & Turnbull.

Survey Strategy

Based on previous newspaper articles and studies, preliminary character-defining features were identified for survey of the raised streets and hollow sidewalks project area. These features were organized in a table or checklist format. The table included columns for up to two hollow sidewalk segments so that the features of each space could be separately noted. For example, in the case where a corner property had two hollow sidewalk segments, both survey columns were completed. The table streamlined the survey process and is recommended for use by future surveyors.

At the street level, character-defining features included alleys which dipped from their intersection with streets to the original grade level; granite curbs; starred manhole covers; and sidewalk prism lights. Below grade, all six surfaces of the hollow sidewalk segments were surveyed: the street retaining walls; the structural system below the building (building wall); the ceiling; the flooring; and the end walls partitioning each end of the space. Character-defining features below grade included brick, barrel vault ceilings; brick, buttressed street retaining walls; and brick walls/piers below buildings. Penetrations in the ceiling such as sidewalk prism lights, elevator doors, and manholes were also noted.

The survey form identified the potential character-defining features by abbreviation. The abbreviations used follow:

Abbreviations	
BRK_PIERS	Building wall is supported by brick piers
BRK_WALL	Building wall is supported by brick wall
WALL_DOOR	Building wall contains door openings
WALL_WIN	Building wall contains window openings
CEIL_BRK_VAL	Sidewalk segment features a brick, vaulted ceiling
CEIL_CONC	Sidewalk segment features a concrete ceiling
RET_BUTTRSS	Street retaining wall is buttressed
FL_CONCRT	Concrete floor
FL_DIRT	Dirt floor
FL_OTHR	Other flooring present
SEG_END_WALL	Hollow sidewalk segment has end walls
SEG_END_OTHR	Hollow sidewalk segment is otherwise blocked at its ends
SEG_DIV	Hollow sidewalk segment is divided or partitioned
SDWLK_LGHTS	Sidewalk surface features prism sidewalk lights
SDWLK_ELEV	Sidewalk surface features an elevator door
SDWLK_GR_CURB	Sidewalk surface features granite curbs
STAR_MH	Sidewalk surface features a starred manhole cover
ALY_DIP	Alley dips to original grade level alongside building

The abbreviated features noted on the survey forms were transferred directly into the Raised Streets and Hollow Sidewalks Excel Spreadsheet. The information in the spreadsheet was sorted to determine the number of properties in which each type of character-defining feature remains.

EXCEL SPREADSHEET AND GIS MAPPING

The City of Sacramento requested that the data collected in the Raised Streets and Hollow Sidewalks project be integrated into the City's existing GIS program. Josh Cannon, from the Department of Development Services, created a layer in GIS to represent the hollow sidewalk segments in downtown Sacramento. Because corner parcels featured two hollow sidewalks segments, the sidewalks were linked to the database through FID numbers, unique file identification numbers assigned to the parcels, rather than associated parcel numbers (APNs). The character-defining features noted on the survey forms were then input into the Excel spreadsheet. The data from the spreadsheet was linked to GIS to create the maps. Additional columns were added to the database to indicate whether the data resulted from Page & Turnbull's survey, City photographs, or previous studies. The database displays whether a hollow sidewalk segment is hollow or filled; whether it has been surveyed and by whom; whether a DPR 523 A Form was prepared; what character-defining features were present; and what level of integrity remains. The Excel spreadsheet may easily be integrated into the City's GIS program to inform Planning, Public Works, and other departments. A CD containing the Excel spreadsheet is enclosed with this report.

DISTRICT FORM

Formed by the City of Sacramento in response to chronic flooding, the raised streets and hollow sidewalks represent a cultural landscape: the land was intentionally shaped by raising the streets and constructing the hollow sidewalks to make it habitable. The Raised Streets and Hollow Sidewalks Historic District was, therefore, approached as a cultural landscape. The identified character-defining features describe the built landscape. According to the National Park Service, a cultural landscape is defined as, "a geographic area, associated with a historic event, activity, or person or exhibiting other cultural aesthetic values." The National Park Service further defines a historic district as an area that "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." According to National Park Service definitions, the property's combined character as a cultural landscape and historic district should not be separated when considering the property's historical significance and potential for listing in the National Register of Historic Places.

Based on information in the Historic Context Statement and the identified broad themes and patterns, The Raised Streets and Hollow Sidewalks Historic District appears to be eligible for listing as a local historic district under Criterion C for architectural and engineering significance. The raised streets project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system. Additional research is recommended to determine the historic boundaries of the raised streets and hollow sidewalks. Architectural survey of the remaining hollow sidewalk segments that were not accessed during this survey is also advised.

Evaluation of the Raised Streets and Hollow Sidewalks for archeological discoveries was not part of the scope; therefore, National Register Criterion D or the potential to yield archeological data was not analyzed as part of District evaluation conducted by Page & Turnbull. The Raised Streets and Hollow Sidewalks Historic District is located in one of the oldest portions of Sacramento, however,

and the entire project area qualifies as an area with the potential to yield archeological data. A report prepared by Tremaine & Associates, Inc. for the Sacramento Regional Transit District includes some archeological records for resources located within a portion of the Raised Streets and Hollow Sidewalks Historic District. Tremaine determined that the Raised Streets and Hollow Sidewalks Historic District was significant under Criterion D because it has potential to yield information "important to Sacramento's prehistory and goldrush era camp life."

HISTORIC CONTEXT STATEMENT

THE ESTABLISHMENT OF SACRAMENTO

John Sutter established the town of New Helvetia, the first permanent Euro-American settlement in the Sacramento Valley near the banks of the American River in 1839. Sutter constructed Sutter's Fort between 1842 and 1844 on a high point above the confluence of the American and Sacramento rivers. Sutter owned more than 150,000 acres in the Central Valley. He ran a menagerie of enterprises, employing blacksmiths, carpenters, tanners, gunsmiths, vaqueros, farmers, gardeners, weavers, hunters, sawyers, sheep-herders, trappers, and later flour millwrights and a distiller. Sutter began establishing the city of Sutterville on a bluff adjacent the Sacramento River but John Marshall's discovery of gold at Sutter's sawmill in Coloma in 1848, disrupted his plans. An international Gold Rush ensued and overnight, the embarcadero at the confluence of the Sacramento and American rivers transformed into a major port where speculators disembarked on their way to mines north of the area. The port became known as Sacramento and despite seasonal flooding, the town's proximity to the river caused it to quickly surpass Sutter's Fort and Sutter's planned community at Sutterville in population.

Sacramento grew dramatically and some buildings were erected in the course of a single week. Merchants changed their locations monthly to best position themselves to sell their merchandise to the arriving speculators. Business sold a variety of goods including tools, hardware, machinery, raw materials, clothing, and food. Stables, feed stores, leather stores, and blacksmiths were also located on major thoroughfares, like J Street, which led east in the direction of the gold mines. Whole wagon trains bound for the gold fields to the north were outfitted from stores along J Street.

At John Sutter Jr.'s request, Captain William H. Warner and his assistant, Lt. William Tecumseh Sherman, surveyed the City of Sacramento and laid a street grid in 1848. Streets running north-south were labeled with numbers, while those running east-west were labeled with letters. An alley running east-west bisected each city block, which contained a total of eight 80' by 160' lots. The exception to this pattern was a strip of larger blocks between 12th and 13th Streets, which held ten 80' by 160' lots. The terrain increased in elevation as it moved west, away from the river, but the land was somewhat bowl-shaped, with the area between I and L streets lower than that to the north and south. With a street grid platted and development of the town in full swing, the California State Legislature officially recognized Sacramento's City Charter in 1850.

J Street served as a major thoroughfare leading from the Sacramento River to 12th Street, where routes branched north and east to the gold mines beyond the city. From the intersection of 12th and J streets, wagons either continued east to Hangtown (Placerville) and Coloma, or turned north toward Auburn and Marysville. Because J and K streets were the most heavily trafficked, businesses were first constructed on the city blocks lining these streets. Samuel Hensley and Pierson B. Reading constructed the first frame building in Sacramento at the intersection of Front and I streets. Shortly thereafter, merchant Samuel Brannan erected a frame store at Front and J streets. By 1850, the port of Sacramento was receiving two passenger ships a day. In 1852, Sacramento had a population of approximately 12,000. In response to devastating fires in 1849 and 1852, the City passed an ordinance in 1855 which mandated the construction of brick buildings in the business district. By 1856, the city had approximately 500 brick and 2,000 frame buildings. Sanborn maps from 1895 show that buildings in the business district generally ranged from one to three stories in height.



Map of Sacramento City, 1853. Courtesy Online Archive of California.

Incentive to Raise the Streets: The State Capitol and the Railroad

Sacramento's early economy was fueled by capital investment and the city's initial industry relied upon commerce. To ensure the security of their investments, businessmen encouraged the establishment of local government. Congress approved the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American war and made California a territory of the United States. Subsequently, in 1850, California was admitted as a free state to the Union. The Gold Rush had necessitated a stable government in Sacramento before that time, however, and in 1849, merchants created a simple government for Sacramento County which consisted of a sheriff and an *alcalde* (mayor). In August of that year, a territory-wide election was held to determine the members of Sacramento's first city council and elect the city's first mayor, Hardin Bigelow.

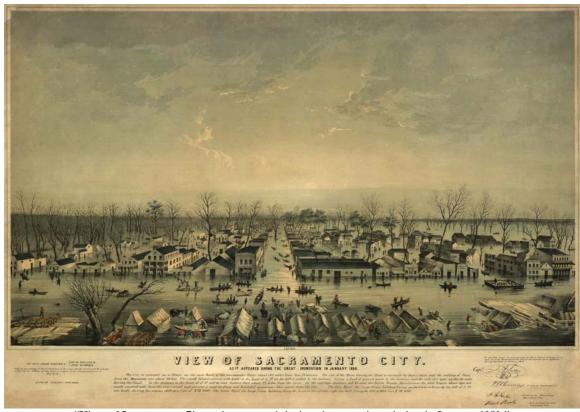
Sacramento served as the temporary State Capital in 1852, but it was in 1854 that the Senator Amos Parnall Catlin introduced a bill to permanently locate the State Capital in Sacramento. At the time, Sacramento had a new courthouse and offered the block bounded by I and J streets and 9th and 10th streets for the construction of a new state capital building. Sacramento was attractive to legislators because of its lodging and transportation amenities—the city featured fifty-five hotels, plank roads, fourteen stages, and twenty-eight river steamers in 1854. Although the cities of San Francisco, Oakland, and San Jose competed to serve as the capital, and the floods of 1861-1862 delayed construction in Sacramento, work on the capital building designed by Miner Frederick Butler began

in June of 1863. The capitol would stand on state land bounded by L and N streets and 10th and 12th streets.

Shortly after the City of Sacramento became the state capital, the Sacramento Valley Railroad, one of the first railroads west of the Mississippi, opened in February 1856. The rail line ran twenty-two miles from the Sacramento Valley Railroad depot in Sacramento to Folsom, operating freight and passenger trains. The trains were instrumental in the transport of people and goods from Sacramento to Folsom, where stages and wagons provided transportation to the mines further north. In 1861, Sacramento merchants and entrepreneurs Leland Standford, Charles Crocker, Collis Huntington, and Mark Hopkins incorporated the Central Pacific Railroad. The first transcontinental railroad, the Central Pacific broke ground in Sacramento on January 8th, 1893.

The History of Flooding in Sacramento

Established at the confluence of the American and Sacramento rivers, the City of Sacramento was close to transportation and commerce on the river, but was also subject to natural and man-made flooding. The Sacramento Valley flooded each winter and spring due to the combination of rain and melted snow pack from the Cascade Mountain Range and Sierra Nevadas. Hydraulic mining along the river north of Sacramento eroded hillsides and deposited debris in the river which disrupted its natural flow and contributed to the frequency and severity of its flooding.

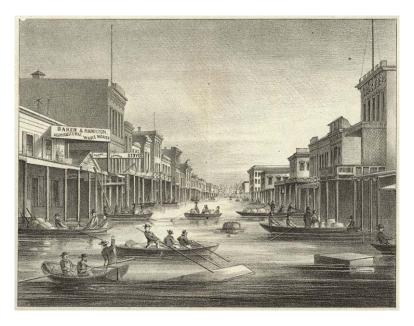


"View of Sacramento City as it appeared during the great inundation in January 1850." Courtesy Library of Congress.

Shortly after Sacramento became a City, efforts were taken to protect it from flooding. Under Mayor Hardin Bigelow, the City of Sacramento and citizens jointly constructed Sacramento's first levee. The levee paralleled Front Street and the Sacramento River on the west and paralleled the American River on the north from Sacramento to Brighton. When this levee failed in the flood of March 1852, larger levees were constructed, including one south of the city on R Street.

At this time, the U.S. Army Corps of Engineers began to study the flooding of the Sacramento and American rivers. The 1824 *Gibbons v. Ogden* U.S. Supreme Court case ruled that because the federal government had the power to regulate commerce, it also had a responsibility to maintain the navigability of the country's waterways to ensure that they remained unobstructed for the operation of domestic and foreign commerce. The U.S. Army Corps of Engineers' navigational studies and monitoring of the Sacramento River in 1855 fulfilled this federal obligation.

Despite these initial efforts at flood control, when the rivers rose in 1861-1862, the city flooded again. This time, the city was under water for three months because the levees prevented it from draining.





"Inundation of the State Capitol, City of Sacramento, 1862." View of J Street (top) and K Street (bottom).

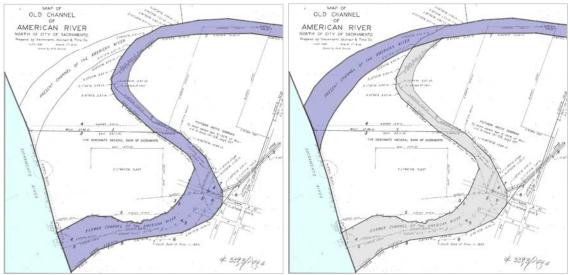
Lithograph originally published in San Francisco by A. Rosenfield.

Courtesy California State Library.

RAISING SACRAMENTO'S STREETS

In 1853, the Mayor and Common Council first discussed the possibility of leveling and raising the city streets by approximately four feet in areas of lower elevation to prevent flooding. Although there were mixed reactions to the plan, the process began that year. I, J, K, and L streets were raised. J, K, and L streets were raised from Front Street on the west to 9th Street on the east. I Street was similarly graded from Front Street on the west to 6th Street on the east. Redwood crosswalks were constructed between Front and 8th streets. It was an expensive process, but the City wished to maintain its status as the state capital and continue attracting development.

The winter of 1861-1862 brought the most destructive floods ever experienced in the City of Sacramento and spurred the federal, state, county and city governments to develop flood control measures in the Sacramento Valley. The U.S. Army Corps of Engineers undertook a project between 1864 and 1868 to redirect the American River and dredge it of mining debris. By straightening a curve in the American River and joining the American and Sacramento rivers approximately one mile above their original juncture, the Corps increased the flow of the river and decreased its likelihood of flooding. Dirt from the re-routing of the American River was used as fill for the City's raised streets. Although unsuccessful, the California State Legislature attempted to coordinate levee building at the state and local levels at this time.



Maps depicting the American River channel in its original location (left) and after it was re-routed in 1868 by the U.S. Army Corps of Engineers (right).

In presentation prepared by Brandon Spencer-Hartle.

The County, which served as the governing body for both the City and County between 1858 and 1862 wanted to raise the levees around the city in response to the continued flooding, but the city wanted to raise the grade of the streets downtown. In 1863, The Board of Supervisors passed the Hite Ordinance, [#151], named after the Supervisor that introduced it, which superseded previous ordinances and established a standard to elevate streets by eight to fourteen feet. Shortly thereafter, the County and City governments split into separate governing entities.

Between 1864 and 1868, the City of Sacramento raised the streets of its downtown by as much as fourteen feet to prevent flood waters from entering the low-lying downtown. Property owners were required to raise or add a story to their buildings in order meet the new level of the streets. In addition, property owners were responsible for building sidewalks that would bridge the gap between their buildings and the raised streets. Raising the streets increased downtown property values by fifty

to sixty percent, because the public gained confidence in the security and prosperity of the downtown.

The Process of Raising the Streets

The City Board of Trustees developed the following process for the street improvements and used it with later high grading activities:

- 1) The Board of Trustees gave ten days public notice prior to raising the grade of a street.
- A majority of property owners on the block had to approve the Board's petition to raise the street.
- 3) A majority of property owners could also initiate a petition to raise the street on their block.
- 4) The City Surveyor estimated the amount of material needed to grade each block.
- 5) The Street Commissioner advertised for bids to fill the street. The lowest bid was usually chosen and the contractor was paid from a 'street fund' created from the assessment of each owner's street frontage.
- 6) If a majority of owners of a block opposed raising the street, it would not be raised.
- 7) If the owner did not pay his assessment in time, a lien would be placed on the property.

In 1864, the Board of Trustees authorized proposals to fill Front Street south of I Street to high grade. Since this work occurred adjacent to the railroad tracks, the Central Pacific may have encouraged property owners along Front Street to request high grading since it widened the track area and provide extra room for railroad operations. It was the re-grading of Front Street that served as a catalyst for downtown owners to elevate the rest of the city to the high grade level specified in the City's ordinance. The City's new elevation was to be level with the top of a hill where City Plaza (Cesar Chavez Park) was located.

To contain the dirt fill, each property owner constructed a retaining wall along the edge of the street in front of his property. To strengthen the retaining wall and keep it from collapsing toward the building, brick bulwarks or buttresses, thicker at the bottom and tapering toward the top, were installed against the wall at intervals ranging from four to six feet. Many of the brick walls themselves also angled slightly toward the street to add additional strength.

Although most builders of the bulwarks and street retaining walls were private contractors who responded to requests for bids published by the City, local prisoners were an additional source of labor. The Street Commissioner was the designated Superintendent of the chain gangs and had the authority to order sentenced prisoners to work on streets, alleys, and other places as directed. The number of contractors who submitted bids to construct the street retaining walls increased from two in 1864 to ten in 1865, and there was strong demand for more bricklayers and laborers.

As the streets were raised, sewers and water lines were also installed. Lines, made of brick or wood, were three to five feet in diameter and were egg-shaped. Some corner properties contained brick, cylindrical cistern-like structures underground that may have served as water reservoirs in case of fire.

Chronology of the Raised Streets

Property owners raised the streets on their blocks and constructed sidewalks as they were financially able; therefore, sidewalk segments on a single block may be at the original grade or elevated. Stairs, ladders and ramps were constructed between raised sidewalks and those which remained at the original grade, creating a particularly hazardous streetscape, as one visitor describes in the *Overland Monthly:*

"This work has entailed an immense outlay on the city... Various isolated buildings near these streets have lifted themselves up, and have a piece of pavement several feet higher than other people's. Everybody here in Sacramento builds his pavement on a different level from that of his neighbor, if possible, and does not always drive down his nails well."

The following is a chronological list of dates when various sections of streets were raised:

1864

The first high grade work was completed. Front Street was elevated from K to I streets; J Street was raised between Front and 2nd streets; and I Street was raised from Front to 5th streets.

1865

Work was completed on: L Street between Front and 2nd streets; K Street between Front and 3rd streets; and 2nd Street from I to L streets.

1866

The following sections of street were raised: 3rd Street between K and J streets; 4th Street between I and K streets; J Street between 3rd and 4th streets; and K Street between 3rd and 4th streets.

1867

Sections of street raised included: 3rd Street between I and J streets; 5th Street between I and J streets; 6th Street between I and J streets; and J Street between 4th and 6th streets.

1868

The following streets were raised: 4th Street between K and L streets; 5th Street between K and L streets; 6th Street between J and K streets; 7th Street between J and K streets; K Street between 4th and 10th streets; and J Street between 6th and 10th streets.

1869

Work was completed on the following street sections: I Street between 5th and 10th streets; 8th between I and K streets; and 9th and 10th streets between I and J streets.

The remaining area of low elevation was raised between 1871 and 1876. A map in the Appendices depicts when the streets were raised.

Paving

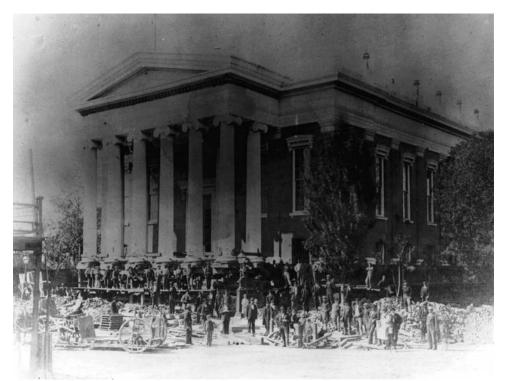
After the street fill settled, which often took a year, paving was applied. Wood planks, brick and concrete block did not prove durable as a street surface, so between 1863 and 1870 the City experimented with different paving materials. The blocks between 2nd and 4th streets on J Street were paved with brick surfaced with asphaltum, but the paving material was not durable. Around 1860, J Street was paved with Russ pavement, a type of concrete block surfacing and the road in front of the Central Pacific freight depot was macadamized, or covered with crushed granite, in early 1865. It was in 1865 that the City specified the use of Nicolson pavement for the streets.

Nicolson pavement was first installed on Front and 2nd Streets late in 1865. The paving was comprised of alternate 4"x4" and 4"x8" blocks of wood which were adhered to a base of thin wood planking with tar. Sand and then gravel were poured over the surface and tamped until level. Tar was then poured over the street surface. Nicholson pavement was used widely and in 1869 a similar pavement type called Stowe Foundation was also used. While Nicolson surfaces were at first preferred, 10 years later they were replaced by cobblestones which proved to be more durable.

The need to access the sub-grade water and sewer lines affected how the streets were surfaced. Although cobblestones were dirty, noisy, and hard on the hoofs of horses, they were laid on thoroughfares such as K Street because they were inexpensive and it was easier to remove them in order to make repairs to the sewer and water lines. K Street was comprised of a foot of sand topped with six to nine inch vertically laid cobblestones. Rammed and watered, it was topped with a thin layer of gravel. By the mid-1870s, it had become standard for the cobblestone streets to be surfaced with local pit-run sand and gravel.

Raising the Buildings

Property owners were responsible for raising their buildings to meet the new street level, which could either be done by adding a story to the top of the building or raising the building to the new level. Property owners who added stories to an existing structure created a basement level which often retained the doors, windows, and firedoors of the building's original first story. The majority of merchants, however, raised their buildings with jacks and put new foundations and storerooms underneath them to maintain the main floor of the building at street level. Most elevated buildings were brick. It required hundreds of screw jacks to raise the larger buildings downtown; each jack had to be turned a little at a time to keep the building level and balanced as it was elevated. It took 250 jack screws and dozens of men to raise the St. George Hotel which stood at the intersection of Fourth and J streets and was 160' long by 76' wide and weighed approximately 1,900 tons. Some building owners raised their buildings with jacks and filled the space left below with earth.



Raising a building in downtown Sacramento, circa 1860s. In presentation prepared by Brandon Spencer-Hartle.

FLOOD CONTROL AFTER THE RAISED STREETS PROJECT

By the time that the City had completed its project of raising the streets downtown, Governor William Irwin had created the Office of the State Engineer to investigate irrigation, drainage, and navigation of the state's rivers. In 1880, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley which consisted of a system of levees, weirs, and bypass channels to protect urban centers. The flood control plan was largely prompted by a flood of the Sacramento Valley in 1878, but did not gain federal financial authorization until 1917 when Congress authorized the Sacramento Flood Control System.

In the mid-twentieth century, federal flood control efforts were renewed when Congress passed the Flood Control Act of 1944 and construction of the Folsom Dam was authorized. The U.S. Army Corps of Engineers completed the dam in 1956. Despite the presence of the dam, record floods occurred in 1956, 1964, and 1986, so the performance rating of the Folsom dam was downgraded from a 500-year storm to a 60-year storm. The City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District and Reclamation District 1000 formed the Sacramento Area Flood Control Agency (SAFCA) in 1989 to provide the Sacramento region with increased flood protection along the American and Sacramento rivers. In the early 1990s, the U.S. Army Corps of Engineers constructed Sacramento area levee improvements along the Sacramento River from Verona to Freeport. SAFCA is instrumental in the certification of environmental documentation, the construction of levee improvements to protect North Sacramento and Natomas, and improvements to the levee along the American River. In 2008, construction began on the Folsom Dam Joint Federal Project, which would allow the dam to meet the 200-year flood performance rating.

CHARACTER-DEFINING FEATURES

Raised Streets/Alley Dips

The nature of Sacramento's raised streets is apparent from the alleys downtown, which were not raised, but remained at the original grade level. In Old Sacramento, the raised streets are visible from the Firehouse Alley, which runs north-south through the city blocks, and downtown, the J/K Alley, which runs east-west through the city blocks, most clearly dips from the raised street level to the original grade. To a lesser extent, the I/J and K/L alleys also dip from the level of the elevated streets to Sacramento's original grade. The dip from the raised street level to the original grade along alleys facilitated the delivery of goods and accommodated small stables and sheds. The raised streets and the new sewer system improved drainage greatly. The alleys still flooded at times, but were of secondary importance; by and large, activity could continue on the raised streets in the city.



View south of Firehouse Alley between L and K streets, showing alley dips. Page & Turnbull, 2009.

Hollow Sidewalks

The hollow sidewalks were formed by six structural elements: the street retaining wall, the building wall, two end walls (which divide and partition the hollow sidewalk spaces), the ceiling, and the floor. Because of the utilitarian manner in which the sidewalks were constructed, the hollow sidewalk segments contain few unique or distinguishing characteristics; however, seven character-defining features were identified. Features include: the street retaining walls; brick piers or a brick wall below the building; thresholds, granite stairs, or other details; brick barrel vaulted ceilings; end walls; water tanks; and, on the surface level, sidewalk lights, elevator doors, starred manhole covers, and/or granite curbs.



View of Hollow Sidewalk at 801 K Street (building demolished).

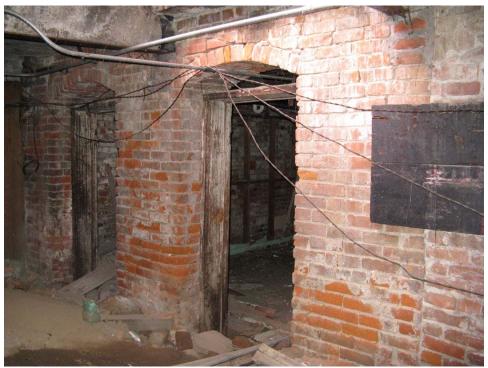
Page & Turnbull, 2009.

The street retaining walls are character-defining features because they reveal that the hollow sidewalks resulted from the raising of the streets—which was accomplished by pouring fill between street retaining walls. The brick buttressed walls were typically thicker at the bottom and narrower at the top and buttresses supported the wall every four to six feet. To further strengthen the walls, some brick walls between the buttresses were angled slightly toward the street.



View of street retaining wall. Page & Turnbull, 2009.

The brick system supporting the building also contributes to the character of a hollow sidewalk segment. Buildings that were raised are often supported by brick piers, while buildings to which a story was added feature the former first story facade of the building at basement level. Brick piers range from simple, rectangular or square shaped, utilitarian supports to narrow, wall-like supports with corbelled bases. Some brick piers feature corbelled brackets which may have supported iron I-beams or wood beams running below the sidewalk above. Buildings supported by the original building wall typically feature door and/or window openings, including openings that may have been bricked-in when additional stories were added. These window and door openings sometimes include wood or granite thresholds and/or metal covers that may have been installed to safeguard against fire.



Brick building wall with arched door openings, 729 K Street.
Page & Turnbull, 2009.

Two types of structural systems were used to span between the street retaining wall and the building and support the sidewalk surface above. One was a wood post and beam framework system, while the other incorporated brick barrel vaults. The post and beam system was supported by the street retaining wall and by framework in or paralleling the building wall. Beams supporting the sidewalk were then covered with wood planks and surfaced with brick or cement to create a sidewalk above. The brick barrel vault system was comprised of shallow, arched brick barrel vaults that spanned between iron I-beams, which were spaced four to six feet apart and were supported by the street retaining wall and brick building wall or wood posts along the building wall. Wood planks or cement above the vaults formed the sidewalk surface. Tie rods were located at the base of each arch to hold the sides together with tension. Newer or reconstructed hollow sidewalk systems are comprised of reinforced concrete flat slabs which rest on concrete or encased steel beams which span from the street retaining wall to the building or to free-standing columns.

When the new sidewalks were completed, the hollow sidewalk spaces below were continuous; however, over time, the spaces were partitioned into smaller segments by walls that property owners constructed at the lot lines to secure the spaces from occupation or theft.

In some of the hollow sidewalk segments, notably those located at the corners of blocks, cylindrical, brick cisterns were present and likely held water to fight fires.



Brick barrel vaults, 831 K Street. Page & Turnbull, 2009.



Brick water tank, 729 J Street. Page & Turnbull, 2009.

Finally, at the street level, many of the sidewalk surfaces were pierced by sidewalk lights, metal elevator doors, and manhole covers, or featured granite curbs at their edges. Sidewalk lights were comprised of glass block prisms, which, although opaque in appearance on the surface, angled light into the hollow sidewalk space below. The prism lights in Sacramento's hollow sidewalks were manufactured in Chicago, Illinois. Metal elevator doors, installed flush with the sidewalk surface and operating like trapdoors, allowed access to the hollow sidewalk space from the street so that goods could be easily transferred to the building's basement. It is not known when the manhole covers were installed in the sidewalks, but they appear to be made of steel and bear a distinctive starred detailing. They were likely installed as an early measure to access the water and sewer systems. Larger, modern manhole covers have since been installed as well. Lastly, some sidewalk segments feature granite curbing. Granite curbs most frequently appear at the juncture of alleys and streets. It is likely that the granite curbs were installed when the streets were raised and that the granite was transported from Folsom via the Sacramento Valley Railroad, because granite from Folsom was utilized in the construction of the State Capitol building in Sacramento.



Sidewalk prism lights, 715 7th Street. Page & Turnbull, 2009.



Typical sidewalk features include starred manhole covers (left) and granite curbs (right).

Page & Turnbull, 2009.

CONDITION OF THE RAISED STREETS AND HOLLOW SIDEWALKS

The history of the hollow sidewalks was largely forgotten until 1959, when Marjorie Francisco wrote a research paper at California State College in Sacramento entitled "Raising of the Streets in the Sacramento Business District." A second and better known research paper, entitled "Early Attempts to Save the Site of Sacramento by Raising its Business District," was written by Barbara Lagomarsino in 1969 as her Masters these at the California State College in Sacramento. Francisco's and Lagomarsino's papers cited many of the same newspapers and City records.

In 1979, when Barbara Lagomarsino was Chair of the Sacramento Preservation Board, she conducted a short tour of sections of the underground sidewalks for members of the Board. In 1980, during the preparation of the City Survey of Non-Residential Buildings, additional underground areas were explored, and again during the demolition of buildings for new development on the current 'Library Block, 8th - 9th, I – J Streets'.

In the 1970s, many of the raised streets and hollow sidewalks were demolished. Interstate 5 was constructed between 2nd and 3rd streets, bisecting Sacramento's downtown and obliterating the existing street grid, including the associated sidewalk segments. In 1971, the Hahn Company developed a shopping mall along the K-Street corridor. Purchased by Westfield in 1998, the Westfield Downtown Plaza is roughly bound by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. Here the hollow sidewalks were also demolished for the construction of the mall.

Structural Analysis

In the 1980s, a number of hollow sidewalk segments remained; however, several were visibly stressed and some were experiencing minor structural failures. Sacramento structural engineers Barrish, Aldrich and Schroeter were hired to investigate the hollow sidewalks, determine their condition and develop repair schemes responsive to the various uses of the space. Their 1982 report entitled, *Downtown Sacramento*, "Hollow Sidewalks," included descriptions of structural systems present in the hollow sidewalks and their condition. The report gives a brief history of the raised streets and hollow sidewalks, identifies the structural systems present in the hollow sidewalks, and describes their condition. Barrish, Aldrich and Schroeter note that while individual owners used various contractors to construct the hollow sidewalks, construction materials and methods were very similar.

"[The street retaining walls] occur directly under the street side curb and typically consist of horizontal brick arches, two wythes (8") thick, spanning between buttresses. The buttress spacing varies between four and eight feet. ... In some areas the arches are replaced by flat wall sections, also 8" thick brick and supported by buttresses. Floor slabs were not typically provided in the original construction but have been added in many areas. In quite a few areas, mass concrete has more recently been placed against the inside of the retaining walls to a depth of two or three feet."

The beams supporting the sidewalks were supported by the street retaining walls and buildings walls in a few different ways. The building wall or columns were sometimes corbelled to produce a bracket or ledge on which the beams rested. Alternatively, building columns might be constructed in a T-shape which supported both the building and the sidewalk. And finally, a system comprised of cast iron brackets that projected from the brick building columns and supported a railroad tie was also used to span from the street retaining wall to the building. The cast iron brackets were especially susceptible to damage when the brick columns deteriorated.

The Barrish, Aldrich and Schroeter report describes the deteriorated state of the hollow sidewalks in 1982:

"Types and causes of brick, wrought iron and concrete deterioration are provided. The soft-fired "salmon" brick has eroded in some cases to half its original dimensions and much lime mortar has degenerated to a fluffy powder that lies in drifts along the bottom of walls beneath the joints. Some wrought iron beams have delaminated and corroded. Partial failure of the retaining walls/buttresses is visible in some areas with unevenness at the curb line and depressions in the street adjacent to the curb."

In response to this and other structural analyses, the City required property owners to strengthen the most severely deteriorated hollow sidewalk structural systems. Repairs often necessitated the replacement of the original structural system. Many original brick barrel vaults were removed or covered at this time and sidewalk elevators and sidewalk lights were filled.

OTHER "RAISED" CITIES

Although unusual, Sacramento is not the first or only city to raise its streets in response to chronic flooding. In addition to those cities highlighted below, streets were raised on a smaller scale in: East St. Louis, Illinois; Ellinwood, Kansas; Leavenworth, Kansas; and Eureka Springs, Arizona.

Chicago, Illinois (1856)

In mid-19th-Century Chicago, drainage was so poor that the streets remained muddy and transportation across the city was dangerous and time consuming. In 1852, a drainage commission was formed to improve the City's infrastructure. An engineer from Boston, Ellis S. Chesbrough solicited to head Chicago's new Board of Sewerage Commissioners and design an underground sewer system. Between 1855 and 1856, the city council adopted resolutions to raise the grade of the city streets by four to fourteen feet to ensure proper drainage. Over the next twenty years, the streets were re-graded with mud and sand from the Chicago River bed and buildings were raised with jacks to meet the new street level. The City of Chicago was in charge of raising the streets and constructing hollow sidewalks to meet the new grade level; however, as in the City of Sacramento, individual property owners were responsible for raising their buildings to meet the streets and sidewalks. Not all buildings were raised—some remain below grade level—but larger buildings, particularly ones of brick construction, were raised with jacks. George M. Pullman, who later produced the Pullman sleeping car, initially made his fame raising buildings in Chicago. In 2001, nearly 2,000 hollow sidewalk segments remained in Chicago; however, the City has an Emergency Vaulted Sidewalk program to fill severely deteriorated hollow sidewalk segments.

Seattle, Washington (1890)

Located in western Washington on hilly land between Puget Sound and Lake Washington, the Seattle area was established in the 1850s. Although located on a natural harbor, which would become a principal port, the City was prone to seasonal flooding from melting snow pack in the Cascade Mountains. Shoreline development was also threatened by tidal flows which could cause Lake Washington to overflow. To combat flooding, the Duwamish River was straightened and channelized and tributaries were diverted. The U.S. Army Corps of Engineers constructed the Hiram Chittenden Locks in 1917 to facilitate boat navigation and to control the water levels of Lake Union and Lake Washington, the water level of which was subsequently lowered ten to twenty feet. Additionally, the Seattle General Construction Company filled the tidal lands with 24 million cubic yards of silt from the surrounding hills.

A movement began in 1876 to raise the streets of Seattle to protect it from flooding, but it did not occur on a large scale until the Seattle Fire of 1889. On June 6, 1889, fire destroyed 64 acres of Seattle's central business district. As devastating as the fire was, it presented residents with the opportunity to undertake extensive infrastructure improvements including widened and re-graded streets, reconstructed wharves, and municipal water works. The City also mandated new construction to be of brick or steel. It was at this time that the streets in Seattle were raised by ten to thirty-two feet. The Seattle General Construction Company constructed street retaining walls of quarry stone or logs on either side of the roads and filled them with silt from the surrounding hills.

After the Seattle Fire of 1889, the city laid down reconstruction rules for the area but did not specify that new construction be built at the new grade level. Aggressive owners began to build at the original grade and within two weeks after the fire 138 buildings were under construction or completed, but sat partially below the new street level. Wooden sidewalks spanned from the raised streets to the second or even third floors of the buildings. Within two years of the fire, 3,500 buildings had been constructed in Seattle, many designed by architects. By 1897, this Pioneer Square area of the city had become a hub of great hotels, restaurants, and stores – the business, and commercial center of the Pacific Northwest.

Atlanta, Georgia (1920)

Atlanta's raised streets were developed not in response to flooding, but to foster the City's relationship with the railroad. In 1836, the state of Georgia chartered a railroad to transport its agricultural goods to markets and ports. The railroad ran 138 miles from Georgia to Chattanooga, Tennessee, and a settlement grew up around the southern terminus, which became the City of Atlanta. Georgia seceded from the Union in 1861 and the city became the supply depot for the Confederacy during the Civil War. The railroad center of the South, Atlanta was the prime target for General William T. Sherman's Union troops. A month after Sherman's siege began, Atlanta surrendered to Union troops. After the war, the city recovered and grew dramatically, many buildings were built and the railroad expanded its service along the eastern coast. An electric streetcar service was introduced in Atlanta in 1889. By 1900, Atlanta's Union Station Depot served 100 trains a day and provided service to New York. By 1910, several iron bridges crossed the rail tracks at the depot. Local architect Haralson Bleckley proposed the construction of new raised concrete public plazas in lieu of the iron bridges above the railroad tracks. In the 1920s, his vision was realized when the streets were raised above the tracks to alleviate traffic problems. Buildings adjacent to the raised streets moved their operations to the second floor leaving the old fronts below for storage and other services.

In 1943, a park was built over the railroad gulch, and was replaced with a larger one in the 1960s called Peachtree Fountains Plaza. In 1968, the five block downtown area, containing original storefronts, with marble and granite archways, cast iron pilasters, decorative brickwork, and a variety of ornamental wood building forms was declared a historic site. In 1980, the area was closed due to the construction of a rapid transit line and other factors, but it was placed on the National Register by city leaders and later reopened.

SIGNIFICANCE

The raised streets and hollow sidewalks in Sacramento represent the City's response to the chronic flooding of the downtown. This effort is particularly significant in the context of the flood control measures that the federal and state governments took simultaneously. The U.S. Army Corps of Engineers re-directed the American River and removed mining debris to increase its flow and both the state and county governments pursued the construction of levy systems, but the city government pursued the raised streets project downtown. The project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system.

The raised streets and hollow sidewalks project area represents an urban cultural landscape. The City of Sacramento raised the elevation of the downtown to make the City habitable and attractive to entrepreneurs. The raised streets serve as the framework of the cultural landscape and the resulting hollow sidewalk spaces support that framework. Through the raised streets and hollow sidewalk project, the natural landscape of downtown Sacramento was permanently altered. This engineering project conveys how early Sacramento developed.

Sacramento is not the first or only city to raise its streets. Chicago, which began to raise its streets in 1856, may have been the first to improve its infrastructure on the same scale. The raised streets program in Chicago is most similar to Sacramento's project: streets were raised with dirt from the river, buildings were jacked up to meet the new elevation, and hollow sidewalks were constructed. The effort to raise the streets and sidewalks in Seattle, Washington, like that in Sacramento, was spurred by chronic flooding. The Seattle Fire of 1879 served as the catalyst for the project. Unlike the infrastructure projects in Chicago and Sacramento, buildings located below the grade of the raised streets resulted when overzealous builders constructed structures immediately after the fire, before the raised street project was completed. Like Sacramento, the federal and state governments simultaneously pursued flood control efforts in Seattle, including damming of the Duwamish River and filling parts of the bay. The resulting streetscape in Chicago, Sacramento, and Seattle is very similar.

The integrity of the raised streets and hollow sidewalks has been compromised by development. The Barrish, Aldrich and Schroeter structural survey in 1982 revealed that raised streets with hollow sidewalks remained in an area bound by Front Street on the west, I Street on the north, 13th Street on the east, and L Street on the south. Interstate 5 bisects the project area and the raised streets and hollow sidewalks were demolished when the Downtown Mall was constructed in 1971. The site of the Downtown Mall is roughly bounded by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. The raised streets remain visible from the alleys, which dip to the original grade level west of I-5 in Old Sacramento and east of I-5, downtown; however, the integrity of many of the remaining hollow sidewalks has been compromised.

ARCHITECTURAL SURVEY (A FORMS)

APN	ADI	DRESS
00600120210000	910	2ND ST
00600710220000	1000	2ND ST
00600730400000	1009	2ND ST
00600730470000	1021	2ND ST
00600730450000	1023	2ND ST
00600710550000	1028	2ND ST
00600910010000	1007	6TH ST
00600940010000	1015	7TH ST
00601020160000	1125	9TH ST
00601010150000	1016-1020	10TH ST
00600470090000	924	12TH ST
00601110020000	1005	12TH ST
00600710350000	1013	FRONT ST
00600720250000	1121	FRONT ST
00600710330000	114	J ST
00600120310000	117	J ST
00600710450000	122	J ST
00600120290000	123	J ST
00600710270000	128	J ST
00600320120000	629	J ST
00600340140000	707	J ST
00600940040000	712	J ST
00600340100000	725	J ST
00600340080000	729-731	J ST
00601010030000	900	J ST
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00600710560000	115-119	K ST
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00600960080000	724	K ST
00600960090000	726	K ST
00600960100000	730	K ST
00600970130000	801	K ST
00600970120000	831	K ST
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	RAISED STF	REETS

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary # HRI #	
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	Other Listings	NRHP Status C	ode <u>6Z</u>
	Review Code	Reviewer	Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assign	ed by recorder) 910 2 nd	Street, Hollow Sidewalk
*P2. Location: Not for	Publication Unrestri	cted *a. Coun	ty: Sacramento
and (P2b and P2c or P2d. Attach a L *b. USGS 7.5' Quad: Sac	ocation Map as necessary. cramento West)	Date : 1998
*c. Address: 910 2 nd Stre		City:	Sacramento Zip: 95814
d. UTM: Zone:	m	E/	mN (G.P.S.)
e. Other Locational Data: As	sessor's Parcel Number	(Map, Block, Lot): 006	00120210000
The building at 910 2 nd Street is I segment. The 910 2 nd Street holl sidewalk segment parallels 2 nd S drywall finished street retaining v	ocated on the west side ow sidewalk segment cu treet and features brick I walls on the east. The br egment is enclosed on it	of 2 nd Street, between J a rrently houses restrooms building walls that supportick building walls feature is north and south ends b	condition, alterations, size, setting, and boundaries.) and I streets, and contains one hollow sidewalk, a storage area, and an office. The hollow the 910 2 nd Street building on the west and door openings reinforced by steel straps under y drywall finished walls. The hollow sidewalk
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Buil	· —	HP39. Other bject ☐Site ☐District	☐Element of District ☐Other
			P5b. Photo: (view and date) Looking east at the hollow sidewalk segment 04/2009 *P6. Date Constructed/Age and Sources: ☑Historic 1865 HEC, 2009. *P7. Owner and Address: William H Markley Revocable Trust et al 2807 Sheridan Way Sacramento, CA 95821 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/27/2009
Reconnaissance			*P10. Survey Type:
*Attachments:	cation Map	Map ⊠ Continuation SI	reets and Hollow Sidewalks Survey Report neet Building, Structure, and Object Record ng Station Record Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
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Page 2 of 2 *Resource Name or # (Assigned by recorder) 910 2nd Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 ⊠ Continuation □ Update



Looking west at the brick building walls supporting the 910 2nd Street building (Page & Turnbull, 04/2009)



Hollow sidewalk segment, looking northeast (Page & Turnbull, 04/2009)

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	Review Code	Reviewer		Date
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segments of hollow sidewalks. The sidewalk segment parallels J Street brick street retaining walls on the hollow sidewalk segment parallel side of the sidewalk and a buttreet west wall that supports the building the segment terminates in a brick	eet and features brick wal north. This hollow sidew s 2 nd Street. Brick and po ssed brick street retaining ng features an arched do wall. Both hollow sidewa	Is that support the 1 alk segment is enclo ured concrete walls wall with a corbelle orway and rectangul alk segments feature	000 2 nd Street building of sed by a brick wall at its support the 1000 2 nd St d base supports the side ar door and window ope	on the south and butressed west end. The eastern reet building on the west ewalk on the east. The enings. The south end of
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			Eastern he segment, 02/2009 *P6. Date C Sources: 1865 HEC, 200 *P7. Owner State of C P.O. Box San France *P8. Record Page & To 2401 C St	9. r and Address: california 63931 cisco, CA ded by: urnbull, Inc. (MEG) treet, Ste. B nto, CA 95816 Recorded: 19
*P11. Report Citation: (Cite survey *Attachments: None Lo Archaeological Record Dis Artifact Record Photograph I	cation Map ☐ Sketch M strict Record ☐ Linear F	∕lap ⊠ Continuatio	n Sheet 🔲 Building, St	ructure, and Object Record

State of California & The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET

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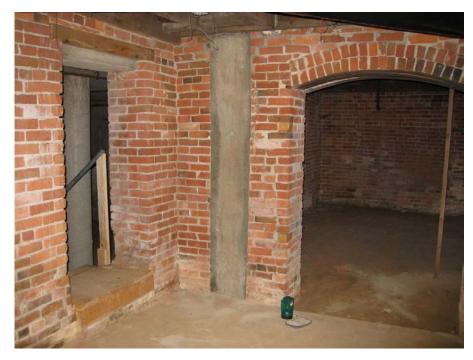
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*Resource Name or # (Assigned by recorder) ____1000 2nd Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 \omega Continuation Update



West side of brick building wall supporting 1002 2nd Street (Page & Turnbull, 03/2009)



Northeast corner where two hollow sidewalk segments meet (Page & Turnbull, 03/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION DDIMARY DECORD	Primary #
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Page 1 of 2 *Resource name(s) or number(assigned be P1. Other Identifier:	by recorder)1009 2 nd Street, Hollow Sidewalk
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and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad: Sacramento West	Date: 1998
*c. Address: 1009 2 nd Street, Sacramento	City: Sacramento Zip: 95814
d. UTM: Zone: mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Ma	nclude design, materials, condition, alterations, size, setting, and boundaries.)
2 nd Street building on the east, with a brick, buttressed street brick wall, including an arched opening that has been infilled bathroom at its south end and the segment terminates in con segment features concrete flooring and a concrete slab ceiling	
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*P4. Resources Present: ☐Building ☐Structure ☐Object	ct Site District Element of District Other
	P5b. Photo: (view and date) Hollow sidewalk segment, looking northwest
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	*P7. Owner and Address: Nissim Lanyadoo
	P.O. Box 470277
	San Francisco, CA
	*P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816
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	*P9. Date Recorded:
	05/25/2009 *P10. Survey Type:
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State of California & The Resources Agency
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	1009 2 nd Street, Hollow Si	dewalk
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Concrete block end wall (at left) and brick building wall (at right), looking northeast (Page & Turnbull, 04/2009)



From inside the basement of 1009 2nd Street, looking at the hollow sidewalk segment, looking northwest (Page & Turnbull, 04/2009)

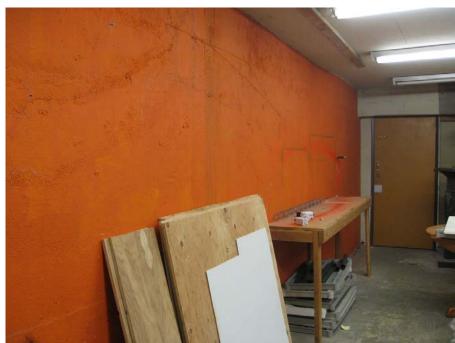
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*b.	USGS 7.5' Qua		cramento We			0.1	Date: 1998	
*c. d.	Address: 10 UTM: Zone:)21 2"° St	reet, Sacrame	nto mE/		City:	Sacramento	_ Zip: <u>95814</u> mN (G.P.S.)
и. е.	Other Locationa	al Data: A	ssessor's Paro		lap. Block. Lot): 0060	0730470000	IIIN (G.F.3.)
side and wall term cond	ewalk segment. The storage area. A co on the east. A stee ninates in concrete crete slab ceiling. F	e 1021 2 nd oncrete blo el frame p block end Poured co	d Street hollow ock wall suppo partition wall clad d walls on the d ncrete column	sidewalk segronts the 1021 k ad in drywall d north and sout is, located at r	ment parallels	2 nd Stree ig on the ment into sidewalk	t and currently ho west, with a poure two rooms. The h segment features	features one hollow uses a maintenance office ed concrete street retaining hollow sidewalk segment a concrete flooring and a pace, support the ceiling.
	Resource Attribu Resources Preser	•			39. Other	Dietrict	☐Element of Dis	trict DOther
	Resources Preser			Cital Duje			P5b. Photo: (vie Hollow sidew looking east 02/2009 *P6. Date Con Sources: ☑H 1865 HEC, 2009. *P7. Owner ar David R Mee Entezari A H 815 27 th Stre Sacramento,	ew and date) valk segment, estructed/Age and istoric and Address: eker & ossein eet CA 95816 d by: bull, Inc. (MEG) et, Ste. B CA 95816 orded: v Type:
*Attac Arc		one 🗌 Lo	ocation Map istrict Record	☐ Sketch Ma☐ Linear Fea	ıp ⊠ Continu	ation She	eet 🗌 Building, S	sidewalks Survey Report structure, and Object Record Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
HRI#		
Trinomial		

			nd
Pane	2 of 2	*Resource Name or # (Assigned by recorder)	1021 2 ¹¹⁰ Street Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/25/2009 □ Continuation ☐ Update



Poured concrete street retaining wall, looking west (Page & Turnbull, 02/2009)



		Primary # HRI #	
PRIMARY RECORD		Trinomial_ NRHP Status Co	nde 67
	Other Listings		
	Review Code	Reviewer	Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assigned by	y recorder) 1023 2 ^t	nd Street, Hollow Sidewalk
-	Publication	*a. Count	y: <u>Sacramento</u>
and (P2b and P2c or P2d. Attach a L *b. USGS 7.5' Quad: Sag	ocation Map as necessary.) cramento West		Date : 1998
	eet, Sacramento	City:	Sacramento Zip: 95814
d. UTM: Zone:	mE/ _		mN (G.P.S.)
e. Other Locational Data: As	sessor's Parcel Number (Ma	p, Block, Lot): <u>006</u> 6	00730450000
The building at 1023 2 nd Street is sidewalk segment. The 1023 2 nd Concrete columns support the 10	located on the east side of 2 Street hollow sidewalk segm 23 K Street building on the earth south end walls of the ho	^{2nd} Street, between K ent parallels 2 nd Stre east, and a brick buttr bllow sidewalk segme	condition, alterations, size, setting, and boundaries.) and J streets, and contains one hollow et and currently functions as a storage area. ressed street retaining wall supports the ent were not visible. The hollow sidewalk
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Buil	,	Other Site District	☐Element of District ☐Other
			P5b. Photo: (view and date) Street retaining wall, looking west 04/2009
			*P6. Date Constructed/Age and Sources: ⊠Historic 1865
THE PEOPLE		NO TO THE PARTY OF	HEC, 2009.
The same training		-	*P7. Owner and Address:
		100 TO 10	David R Meeker & Entezari A Hossein
			815 27 th Street
			Sacramento, CA 95816
			*P8. Recorded by:
	聚题		Page & Turnbull, Inc. (MEG)
			2401 C Street, Ste. B
			Sacramento, CA 95816
			*P9. Date Recorded:
			05/25/2009
一 上 上 上 大		Maria Cara	*P10. Survey Type:
			Reconnaissance
*Attachments:	cation Map	□ Continuation Sh	reets and Hollow Sidewalks Survey Report neet Building, Structure, and Object Record ng Station Record Rock Art Record *Required information
			Toganioa information

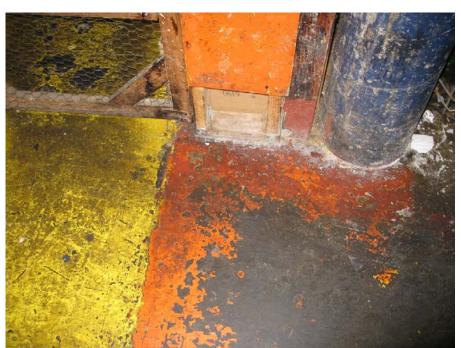
State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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 of
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 *Resource Name or # (Assigned by recorder)
 1023 2nd Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Poured concrete floor and concrete column (Page & Turnbull, 04/2009)



Wood plank sidewalk surface above hollow sidewalk segment, looking east (Page & Turnbull, 04/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary #		
PRIMARY RECORD	Trinomial		
Other Listings	NRHP Status Code 5D3		
_	viewer Date		
Page 1 of 2 *Resource name(s) or number(assigned by repl. Other Identifier:	ecorder) _ 1028 2 nd Street, Hollow Sidewalk		
*P2. Location: ☐ Not for Publication ☐ Unrestricted	*a. County: Sacramento		
and (P2b and P2c or P2d. Attach a Location Map as necessary.)			
*b. USGS 7.5' Quad: Sacramento West	Date : 1998		
*c. Address: 1028 2 nd Street, Sacramento	City: Sacramento Zip: 95814		
d. UTM: Zone: mE/	mN (G.P.S.)		
 e. Other Locational Data: Assessor's Parcel Number (Map, *P3a. Description: (Describe resource and its major elements. Included) 	· · · · · · · · · · · · · · · · · · ·		
The building at 1028 2 nd Street is located on the northwest corner sidewalk segments that wrap the corner in an L-shaped plan. The shop. The eastern hollow sidewalk segment parallels 2 nd Street feature brick building walls that support the 1028 2 nd Street build and window openings surmounted by brick lintels. On the east a retaining walls. The hollow sidewalk segment terminates at its no sidewalk segments feature tiled floors and concrete plaster finish	e 1028 2 nd Street hollow sidewalk currently houses a tattoo and the southern segment parallels K Street. The segments ing on the west and north. The brick building walls contain door nd south, the sidewalk is supported by butressed brick street both and west ends in drywall finished walls. Both hollow		
*P3b. Resource Attributes: (list attributes and codes) *P4. Resources Present: □Building ☑Structure □Object □			
r4. Resources Present. Doubling Structure Dobject			
	P5b. Photo: (view and date) Looking east at the western hollow sidewalk segment 04/2009 *P6. Date Constructed/Age and Sources: Alistoric 1865 HEC, 2009. *P7. Owner and Address: Youssry Y Kelada P.O. Box 2877 Granite Bay, CA *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 *P10. Survey Type:		
Reconnaissance			
	"none") Raised Streets and Hollow Sidewalks Survey Report ☑ Continuation Sheet ☐ Building, Structure, and Object Record Record ☐ Milling Station Record ☐ Rock Art Record *Required information		

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
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Page	2 o	f 2	*Resource Name or # (Assigned by recorder)	1028 2 nd Stre	et, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 \square Continuation \square Update



Western hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)



Southern hollow sidewalk segment, looking east (Page & Turnbull, 04/2009)

State of California — The Resource DEPARTMENT OF PARKS AND RI		Primar HRI #_	/ #		
PRIMARY RECORD		Trinom	ial Status Code	e 6Z	
	Other Listings				Dete
	Review Code	Reviewer_	Ala		Date
Page 1 of 2 *Resource nan P1. Other Identifier:	ne(s) or number(assig	ned by recorder)	1007 6" S	treet, Hollow Sid	dewalk
*P2. Location: Not for I	Publication Unrest	ricted *a.	County:	Sacramento	
and (P2b and P2c or P2d. Attach a Lo	cation Map as necessary	/.)			
	amento East			Date: 1998	
	et, Sacramento		City: S	acramento	Zip: <u>95814</u>
d. UTM: Zone:		nE/			mN (G.P.S.)
e. Other Locational Data: Ass*P3a. Description: (Describe resource)		• •			
sidewalk segment parallels J Street on the south, and brick, butressed divided by a concrete block partitic sidewalk segment parallels 6 th Street of the sidewalk and a brick, butressegment terminates in a brick and concrete slab ceiling.	street retaining walls on wall. The eastern e eet. Concrete piers an sed street retaining w	on the north. This nd of the segmen d drywall clad wa all supports the s	hollow side t is enclosed lls support the dewalk on the	walk segment is by a brick end ne 1007 6 th Stre ne west. The so	s broken into two spaces wall. The western hollow et building on the east side uth end of the western
*P3b. Resource Attributes: (list at	tributes and codes)	HP39. Other			
*P4. Resources Present: Build	· —		□District □	Element of Dist	trict \square Other
					(view and date) segment, concrete
				building v	wall, looking south
Modified				03/2009	
	ion.		A	Sources: [1868	
				HEC, 200	09.
			The said	*P7. Owne	er and Address:
国际的国际		A STATE OF THE			Scientology Sacramento
		fine fine		825 15 th	
				Sacrame	nto, CA 95814
			201		urnbull, Inc. (MEG)
	1	是了()国		520	Street, Ste. B nto, CA 95816
			1000	Cacrame	1110, 071 330 10
				*P9. Date I	
			经 自	05/20/200	09
			3	*P10. Surv	vev Tvne:
				Reconna	
				_ INECUIIIA	1030110C
	ation Map	n Map ⊠ Contin Feature Record	uation Sheet	⊟ Building, S	tructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page	2 of	2	*Resource Name or # (Assigned by recorder)	1007 6 th Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/20/2009 \square Continuation \square Update



Western segment, south brick end wall, looking southeast (Page & Turnbull, 03/2009)



Exterior sidewalk surface above western segment, looking south from J Street (Page & Turnbull, 03/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # HRI # Trinomial		
I KIMAK I KECOKO	NRHP Status C	ode 6Z	
Other Listings Review Code	Reviewer		Date
Page 1 of 2 *Resource name(s) or number(assigned by P1. Other Identifier:		th Street, Hollow Side	-
*P2. Location: ☐ Not for Publication ☐ Unrestricted	t *a. Coun	ty: Sacramento	
and (P2b and P2c or P2d. Attach a Location Map as necessary.)			
*b. USGS 7.5' Quad: Sacramento East		Date: 1998	
*c. Address: 1015 7 th Street, Sacramento	City:	Sacramento	Zip: <u>95814</u>
d. UTM: Zone: mE/ _			_ mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Ma*P3a. Description: (Describe resource and its major elements. In			
western hollow sidewalk segment, which parallels 7 th Street, hollow sidewalk segment features concrete piers that suppor street retaining walls on the north. This hollow sidewalk segmeast end wall was not visible. The western hollow sidewalk seast and street retaining walls finished with drywall on the wein the north in a wall finished with wood paneling. The souther concrete slab ceiling. The western segment is carpeted and 19 th and J Streets is located above the hollow sidewalk segments.	t the 1015 7 th Street the tis enclosed at its egment is supported est. The segment tern hollow sidewalk sefeatures a drop ceiling	ouilding on the south west end by a pour by the 1015 7 th Stree ninates at the south i egment features con	and poured concrete ed concrete end wall; the et building walls on the in a drywall clad wall and crete flooring and a
*P2h Pasaurea Attributes: /list attributes and addes) UD3	0 Othor		
*P3b. Resource Attributes: (list attributes and codes) HP3 *P4. Resources Present: ☐Building ☐Structure ☐Object	9. Other	□Flement of Dietr	rict DOther
r4. Resources Fresent. Duniding Solution Dobject			ici Motilei
		*P6. Date C Sources: 1868 HEC, 2009 *P7. Owner Merchants P.O. Box Sacramen *P8. Record Page & Tu 2401 C St	segment, brick piers, buth and up constructed/Age and Historic 9. and Address: National Bank 747 hto, CA 95815 ded by: Lurnbull, Inc. (MEG) Lireet, Ste. B hto, CA 95816 cecorded: 9 ey Type:
*P11. Report Citation: (Cite survey report and other sources, or er *Attachments: ☐ None ☐ Location Map ☐ Sketch Mar ☐ Archaeological Record ☐ District Record ☐ Linear Feat ☐ Artifact Record ☐ Photograph Record ☐ Other (list) DPR 523A (1/95)	p 🛛 Continuation S	neet 🗌 Building, St	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page 2 of 2 *Resource Name or # (Assigned by recorder) 1015 7 th Street, Hollow S
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*Recorded by: Page & Turnbull *Date 05/21/2009 \boxtimes Continuation \square Update



Western segment, containing conference room, looking southwest (Page & Turnbull, 05/2009)



Granite curb, intersection of 7th and Merchant Streets (Page & Turnbull, 05/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary #
PRIMARY RECORD	Trinomial
	NRHP Status Code 6Z
Other Listings Review Code Rev	viewer Date
Page 1 of 2 *Resource name(s) or number(assigned by re	corder) 1125 9 th Street, Hollow Sidewalk
P1. Other Identifier:	
*P2. Location: ☐ Not for Publication ☐ Unrestricted	*a. County: <u>Sacramento</u>
and (P2b and P2c or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad: Sacramento East	Data: 1009
*c. Address: 1125 9 th Street, Sacramento	Date: 1998 City: Sacramento Zip: 95814
d. UTM: Zone: mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map, I	
*P3a. Description: (Describe resource and its major elements. Include	
segments of hollow sidewalks. The 1125 9 th Street hollow sidewalk sidewalk segment parallels L Street and the western segment parallels L Street and the western segment parallels to the support the 1125 9 th Street build street retaining walls on the south and west, respectively. Wood the spaces between several of the concrete piers which support segments. Both hollow sidewalk segments terminate in poured or ceilings. Sidewalk prism lights provide light to the hollow sidewalk	arallels 9 th Street. Both hollow sidewalk segments feature ing on the north and east, respectively, and poured concrete frame partitions with door openings and wood panel doors fill the 1125 9 th Street building in both the southern and western oncrete walls, feature concrete floors, and have concrete slab
*P3b. Resource Attributes: (list attributes and codes) HP39. O	ther
*P4. Resources Present: Building Structure Object [
	P5b. Photo: (view and date) Western segment, parged brick piers, looking north 03/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1871-1876 HEC, 2009. *P7. Owner and Address: Rah Partnership, LP 1125 9 th Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded:
Paramaia anno	
Reconnaissance	
*P11. Report Citation: (Cite survey report and other sources, or enter *Attachments: None Location Map Sketch Map Archaeological Record District Record Linear Feature Artifact Record Photograph Record Other (list) DPR 523A (1/95)	"none") Raised Streets and Hollow Sidewalks Survey Report ☐ Continuation Sheet ☐ Building, Structure, and Object Record Record ☐ Milling Station Record ☐ Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page	2 of 2	*Resource Name or # (Assigned by recorder)	1125 9 th Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/21/2009 \boxtimes Continuation \square Update



Southern segment, street retaining wall, looking south (Page & Turnbull, 03/2009)



Western segment, wood frame partition with wood panel door between concrete piers, looking east (Page & Turnbull, 03/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary #			
PRIMARY RECORD	Trinomial			
Other Listings	NRHP Status Code 6Z			
-	viewer Date			
Page 1 of 2 *Resource name(s) or number(assigned by re	ecorder) 1016-1020 10 th Street, Hollow Sidewalk			
P1. Other Identifier:	* County Coordinate			
*P2. Location: ☐ Not for Publication ☐ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)	*a. County: <u>Sacramento</u>			
*b. USGS 7.5' Quad: Sacramento East	Date : 1998			
*c. Address: 1016-1020 10 th Street, Sacramento	City: Sacramento Zip: 95814			
d. UTM: Zone: mE/	mN (G.P.S.)			
e. Other Locational Data: Assessor's Parcel Number (Map,	Block, Lot): <u>00601010150000</u>			
The building at 1016-1020 10 th Street is located on the west side of 10 th Street, between K Street and the J/K Alley, and features one hollow sidewalk segment that parallels 10 th Street. The hollow sidewalk segment is not currently utilized. It features a wood and steel support system supporting the 1016-1020 10 th Street building on the west and a poured concrete street retaining wall on the east. The hollow sidewalk segment is enclosed at its north and south ends by poured concrete end walls, features concrete flooring, and a concrete ceiling. The J/K Alley at the northern edge of the property does not feature hollow sidewalks. The building's northern wall is comprised of brick and poured concrete.				
*P3b. Resource Attributes: (list attributes and codes) HP39. C	Other			
*P4. Resources Present: ☐Building ☐Structure ☐Object [☐Site ☐District ☐Element of District ☐Other			
*P3b. Resource Attributes: (list attributes and codes) *P4. Resources Present: Building Structure Object Site District Element of District Other P5b. Photo: (view and date) 1016-1020 10 th Street hollow sidewalk segment, looking south 03/2009 *P6. Date Constructed/Age and Sources: Historic 1871-1876 HEC, 2009. *P7. Owner and Address: Herbert K/Inez F Yee Revocable Trust 1301 Normandy Lane Sacramento, CA 95822 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 P10. Survey Type: Reconnaissance				
	"none") Raised Streets and Hollow Sidewalks Survey Report Continuation Sheet Building, Structure, and Object Record Record Record Rock Art Record *Required information			

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
HRI#		
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	1016-1020 10 th Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 \boxtimes Continuation \square Update



Detail of ceiling, showing infilled skylight (Page & Turnbull, 03/2009)



Looking east (Page & Turnbull, 03/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial
	NRHP Status Code 6Z
Other Listings Review Code Re	viewer Date
Page 1 of 2 *Resource name(s) or number(assigned by re	ecorder) 924 12 th Street, Hollow Sidewalk
P1. Other Identifier: 1123 J Street, 1131 J Street	OET TE Offect, Honew Gladwank
*P2. Location: ☐ Not for Publication ☐ Unrestricted	*a. County: Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)	Data: 4000
*b. USGS 7.5' Quad: Sacramento East *c. Address: 924 12 th Street, Sacramento	Date: 1998 City: Sacramento Zip: 95814
d. UTM: Zone: mE/	City: <u>Sacramento</u> Zip: <u>95814</u> mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map,	• • • • • • • • • • • • • • • • • • • •
*P3a. Description: (Describe resource and its major elements. Include	<u> </u>
bisects the segment and is supported by poured concrete street opening with a flush, metal door. A poured concrete wall and a h west and east ends, respectively. The hollow sidewalk segment accesses the hollow sidewalk space from street level.	
*P3b. Resource Attributes: (list attributes and codes) HP39. C	Other Other
*P4. Resources Present: ☐Building ☐Structure ☐Object ☐	☐Site ☐District ☐Element of District ☐Other
Grant Lines to 40 FORT SUTTER ROSSO ROSSO	P5b. Photo: (view and date) Western portion of hollow sidewalk segment, looking north 05/2009 *P6. Date Constructed/Age and Sources: ⊠Historic ca. 1870 Lagomarsino, Barbara (1969). *P7. Owner and Address: Masonic Temple Association 1123 J Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/21/2009 *P10. Survey Type: Reconnaissance
	"none") Raised Streets and Hollow Sidewalks Survey Report ☐ Continuation Sheet ☐ Building, Structure, and Object Record Record ☐ Milling Station Record ☐ Rock Art Record *Required information

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
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 *Resource Name or # (Assigned by recorder)
 924 12th Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/21/2009 ⊠ Continuation □ Update



East end wall of hollow sidewalk segement (Page & Turnbull, 05/2009)



Elevator hatch to J Street, in eastern portion of hollow sidewalk segment (Page & Turnbull, 05/2009)

State of California — The Resource DEPARTMENT OF PARKS AND		Primary #_ HRI #			
PRIMARY RECORD		Trinomial_ NRHP Stat	tus Code	e 6Z	
	Other Listings			<u> </u>	
	Review Code	Reviewer			Date
Page 1 of 2 *Resource n P1. Other Identifier:					Sidewalk
-	or Publication \(\sum \)Unrestric	ted *a. (County:	<u>Sacramento</u>	
and (P2b and P2c or P2d. Attach a *b. USGS 7.5' Quad: Sa	acramento East			Date : 1998	
	Street, Sacramento	C	ity: S	acramento	Zip: 95814
d. UTM: Zone:	mE		_		mN (G.P.S.)
e. Other Locational Data: A	ssessor's Parcel Number	(Map, Block, Lot):	006011	10020000	
The building at 1005 12 th Street segment on the north that paral the building. The hollow sidewa butressed brick street retaining ends by walls clad in drywall. The sidewalk segment is accessed to the street segment is accessed to the street segment in the street segment is accessed to the street segment in the street segment in the street segment is accessed to the street segment in the str	lels J Street. The 1005 12th segment features concrewalls clad in stucco on the ne hollow sidewalk segment by an elevator from the street	h Street hollow sidete piers that support north. The hollow ht features concrete level.	ewalk se ort the 10 sidewalk	gment currently 005 12 th Street be segment is enc	holds electrical meters for uilding on the south and losed at its east and west
*P3b. Resource Attributes: (list *P4. Resources Present: ☐Bu		P39. Other niect □Site □Di	istrict [Telement of Dist	rict D0ther
				P5b. Photo: (viete Northern segretaining wall 04/2009 *P6. Date Con Sources: ⊠Hica. 1870 Lagomarsino *P7. Owner and Corum Famil 1005 12 th Str Sacramento,	w and date) ment, brick piers & I, looking east structed/Age and istoric Barbara (1969). Ind Address: y Partnership eet CA 95814 I by: bull, Inc. (MEG) et, Ste. B CA 95816 orded: Type:
	ocation Map	Map ⊠ Continuati	ion Shee	t 🔲 Building, S	tructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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*Resource Name or # (Assigned by recorder) 1005 12th Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/21/2009

□ Continuation

☐ Update



Interior detail of the elevator on J Street (Page & Turnbull, 04/2009)



Exterior of elevator hatch on J Street (Page & Turnbull, 04/2009)

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary # HRI #	
PRIMARY RECORD		TrinomialNRHP Status Co	nde 67
	Other ListingsReview Code	Reviewer	Date
Page 1 of 2 *Resource na			ont Street, Hollow Sidewalk
P1. Other Identifier:	Publication Unrestricted	· ———	y: Sacramento
and (P2b and P2c or P2d. Attach a L *b. USGS 7.5' Quad: Sac	ocation Map as necessary.) cramento West		Date: 1998
*c. Address: 1013 Front S d. UTM: Zone:	Street, Sacramento mE/	City:	Sacramento Zip: 95814 mN (G.P.S.)
*P3a. Description: (Describe reso The building at 1013 Front Street segments of hollow sidewalks; or 1013 Front Street hollow sidewal walls support the 1013 Front Street	is located on the southeast only the western hollow sidewand k segment currently functions the toulding on the east, and but the segment terminates at increases.	ude design, materials, orner of the intersec lk segment parallellir as an office and win rick butressed retain ts north and south er	condition, alterations, size, setting, and boundaries.) tion of Front and J streets and contains two ng Front Street was accessible for survey. The e storage area. Brick and concrete block ing walls and concrete block retaining walls and sin concrete block end walls. The hollow
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Buil	· —		☐Element of District ☐Other
			P5b. Photo: (view and date) Hollow sidewalk segment, looking southwest 04/2009 *P6. Date Constructed/Age and Sources: ☑Historic 1864 HEC, 2009. *P7. Owner and Address: *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/26/2009 *P10. Survey Type: Reconnaissance
*Attachments:	cation Map ☐ Sketch Map strict Record ☐ Linear Featu		eets and Hollow Sidewalks Survey Report eet Building, Structure, and Object Record g Station Record Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION QUEET

Primary#		
HRI#		
Trinomial		

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 *Resource Name or # (Assigned by recorder)
 1013 Front Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/26/2009 ⊠ Continuation □ Update



Hollow sidewalk segement, looking northwest (Page & Turnbull, 04/2009)



Hollow sidewalk segment, looking northeast at brick wall supporting 1013 Front Street building (Page & Turnbull, 04/2009)

State of California — The Resou DEPARTMENT OF PARKS AND		Primary # HRI #	‡		
PRIMARY RECORD		Trinomia			
	00	NRHP Sta	atus Code	<u>6Z</u>	
	Other Listings Review Code	Reviewer			Date
Page 1 of 2 *Resource na P1. Other Identifier:	ame(s) or number(assigned b	y recorder)	1121 Front	Street, Hollow	Sidewalk
*P2. Location: Not fo	r Publication \(\square\)Unrestricted	t *a.	County:	Sacramento	
and (P2b and P2c or P2d. Attach a	Location Map as necessary.)				
*b. USGS 7.5' Quad: Sa	cramento West			Date: 1998	3
*c. Address: 1121 Front	Street, Sacramento		City: Sa	acramento	_ Zip: <u>95814</u>
d. UTM: Zone:	mE/ _				mN (G.P.S.)
e. Other Locational Data: A	ssessor's Parcel Number (Ma	ap, Block, Lot):	006007	20250000	
Two hollow sidewalk segments I Front and L Streets. The 1121 F leg that parallels Front Street on overhanging street level sidewal exterior. A brick buttressed street segment terminates in brick wall slab ceiling.	ront Street hollow sidewalk s the west, and a leg that para lk on the east and north, with et retaining wall supports the	egments have allels L Street of the east north west and south	an L-shap on the sout sides of the n edges of	ed plan that wrong the plan that wrong the hollow sidew the sidewalk. T	aps the street corner, with a crete columns support the calk space open to the che check sidewalk
*P3b. Resource Attributes: (list	attributes and codes) HP39	9. Other			
*P4. Resources Present: Bui	· —		District	Element of Dis	trict Other
				*P8. Recorded *Sb. Photo: (vie Southern hole segment, loc 04/2009 *P6. Date Con Sources: A 1864-1865 HEC, 2009. *P7. Owner ar Harvego Rea 2356 Gold M Rancho Cord	ew and date) Illow sidewalk oking southeast Instructed/Age and distoric Ind Address: al Estate, LLC Ileadow Way, 205 dova, CA 95670 Id by: abull, Inc. (MEG) et, Ste. B a CA 95816 Indexide a content of the content
	ocation Map 🔲 Sketch Map istrict Record 🔲 Linear Feat	o 🛛 Continua	tion Sheet	Building, S	Structure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page 2	of	2	*Resource Name or # (Assigned by recorder)	1121 Front Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Western hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary HRI #_	#		
PRIMARY RECORD		Trinomia	al		
		NRHP S	tatus Code <u>5</u> [03	
	Other Listings Review Code	Reviewer			Date
					-
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assigned	d by recorder) _	114 J Street, F	Hollow Sidew	alk
	Publication Unrestrict	ed * a.	County: Sad	cramento	
and (P2b and P2c or P2d. Attach a L		u .	oounty. out	<u> </u>	
	cramento West		ı	Date: 1998	
*c. Address: 114 J Street	, Sacramento		City: Sacra	mento	Zip: 95814
d. UTM: Zone:	mE/	'			mN (G.P.S.)
e. Other Locational Data: As	sessor's Parcel Number (I	Map, Block, Lot)	: <u>006007103</u>	30000	
*P3a. Description: (Describe reso The building at 114 J Street is loc					
retaining walls on the north. The bricks coursed in a soldier config granite threshold. The window of panels. The hollow sidewalk segiconcrete flooring and a ceiling co	uration. One of the two do penings feature corbeled be ment is enclosed at its eas	or openings is in rick lintels reinfo	nfilled with bric proced by metal	k, and the rei straps and a	maining opening includes a re covered by single metal
*P3b. Resource Attributes: (list a		239. Other			
*P4. Resources Present: ☐Buil	ding ⊠Structure ∐Obj	ect ∐Site ∐	District ∐Ele	ment of Distr	rict ∐Other
				*P6. Date C Sources: 2 1864 HEC, 2009 *P7. Owner Beale Fan 3000 Dorl Sacramen *P8. Record Page & Tu 2401 C St	constructed/Age and Historic 9. rand Address: nily Living Trust aine Court to, CA 95821 ded by: urnbull, Inc. (MEG) treet, Ste. B to, CA 95816 decorded: 9
	cation Map ☐ Sketch M strict Record ☐ Linear Fe	lap 🛛 Continu	ation Sheet 🗌	Building, St	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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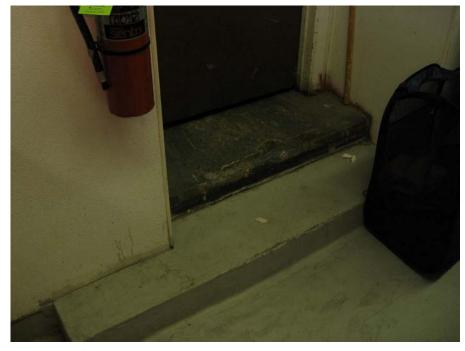
Page 2 of 2 *Resource

*Resource Name or # (Assigned by recorder) 114 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 ⊠ Continuation □ Update



Brick walls supporting 114 J Street, looking south (Page & Turnbull, 04/2009)



Granite threshold at opening in building wall, looking northeast (Page & Turnbull, 04/2009)

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary # HRI #	
PRIMARY RECORD		Trinomial	
	Other Listings	NRHP Status C	ode <u>5D3</u>
	Review Code	Reviewer	Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(ass	signed by recorder) 117 J S	Street, Hollow Sidewalk
*P2. Location: Not for	Publication Unre	stricted *a. Coun	ty: Sacramento
and (P2b and P2c or P2d. Attach a L*b. USGS 7.5' Quad: Sac	ocation Map as necessa cramento West	ary.)	Date : 1998
*c. Address: 117 J Street	Sacramento	City:	Sacramento Zip: 95814
d. UTM: Zone:		mE/	mN (G.P.S.)
		oer (Map, Block, Lot): 006	00120310000 condition, alterations, size, setting, and boundaries.)
sidewalk segment. The 117 J Str segment parallels J Street and fe butressed brick street retaining w	eet hollow sidewalk s atures brick piers tha alls parallel J Street a clad with drywall. Th	egment currently functions a t support the 117 J Street b and Firehouse Alley, respec e hollow sidewalk segment	t and 2 nd streets, and contains one hollow as a night club lounge. This hollow sidewalk uilding on the north. On the south and west, tively. The hollow sidewalk segment is features a concrete floor and a concrete slab
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Build	•	HP39. Other]Object ☐Site ☐District	☐Element of District ☐Other
			P5b. Photo: (view and date) Hollow sidewalk segment, looking south 04/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1864 HEC, 2009. *P7. Owner and Address: Old Town Bennett Investors et al 540 Fulton Avenue Sacramento, CA 95825 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/27/2009 *P10. Survey Type: Reconnaissance
*Attachments:	cation Map	ch Map ⊠ Continuation S ar Feature Record □ Milli	treets and Hollow Sidewalks Survey Report heet Building, Structure, and Object Record ing Station Record Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 2 of 2 *Resource Name or # (Assigned by recorder) 117 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 ⊠ Continuation □ Update



Looking southwest at street retaining walls along J Street & and Firehouse Alley (Page & Turnbull, 04/2009)



Hollow sidewalk segment, looking southeast, poured concrete column in foreground (Page & Turnbull, 04/2009)

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary # HRI #			
PRIMARY RECORD		Trinomial		_	
NRHP Status Code <u>5D3</u> Other Listings					
	Review Code	Reviewer		Date	
Page <u>1</u> of <u>2</u> *Resource na P1. Other Identifier:	me(s) or number(assigned	by recorder) 122 J St	reet, Hollow Sidewa	lk	
	Publication Unrestricte	d *a. County	: Sacramento		
and (P2b and P2c or P2d. Attach a L *b. USGS 7.5' Quad: Sac	• • • •		Data: 1000		
*b. USGS 7.5' Quad: Sac *c. Address: 122 J Street	Sacramento	City:	Date: 1998 Sacramento	Zip: 95814	
d. UTM: Zone:	mE/	City.	Sacramento	mN (G.P.S.)	
	sessor's Parcel Number (M	ap, Block, Lot): 0060	0710450000	(6 16.)	
*P3a. Description: (Describe reso	urce and its major elements. In	nclude design, materials, o	condition, alterations, s	ize, setting, and boundaries.)	
The building at 122 J Street is loc sidewalk segment. The 122 J Str segment parallels J Street and fe building on the south and butress end by a concrete block wall and concrete slab ceiling that is supp	eet hollow sidewalk segme atures brick piers with retro sed brick street retaining wa at its east end by a brick w	nt currently functions as fitted concrete reinforci ills on the north. The ho all. The hollow sidewall	s a storage area. The ng beams that supp illow sidewalk segm	e hollow sidewalk ort the 122 J Street ent is enclosed at its west	
*P3b. Resource Attributes: (list a *P4. Resources Present: Buil	· -	39. Other	□Flement of Distric	et □Other	
P4. Resources Present. Dun		ctSiteDistrict	— P5b. Photo: (v	_	
			looking nor		
			The state of the s		
			THE REAL PROPERTY AND ADDRESS OF THE PARTY AND	and Address:	
		W.	Risch Fami 122 J Stree	•	
				o, CA 95814	
			*P8. Recorde	ed hv.	
				nbull, Inc. (MEG)	
		110	2401 C Stre		
		1 55 / Ton.	Sacramente	o, CA 95816	
ELONGATED TOLLET SEAT		7	*P9. Date Re		
E E			05/26/2009		
E SIN			*P10. Surve	ev Type:	
100			Reconnaiss		
	cation Map Sketch Ma	p 🛛 Continuation She	eet 🗌 Building, Stru	ucture, and Object Record	
☐ Archaeological Record ☐ Dis ☐ Artifact Record ☐ Photograph ☐ DPR 523A (1/95)	strict Record	iture Record Millin	y station Record L	ROCK Art Record *Required information	
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 *Resource Name or # (Assigned by recorder)
 122 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/26/2009 ☐ Continuation ☐ Update



Brick building walls supporting 122 J Street and poured concrete columns, looking south (Page & Turnbull, 04/2009)



Inside (south side) of building wall supporting 122 J Street, with concrete reinforcing beams, looking north (Page & Turnbull, 04/2009)

State of California — The Resour DEPARTMENT OF PARKS AND R		Primary # HRI #		
PRIMARY RECORD		Trinomial		
	Other Listings	NRHP Status Code	<u>5D3</u>	
	_	leviewer	Date	
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assigned by	recorder) 123 J Stree	t, Hollow Sidewalk	
*P2. Location: Not for	Publication Unrestricted	*a. County: S	Sacramento Sacramento	
and (P2b and P2c or P2d. Attach a Lo				
	ramento West	0:1	Date: 1998	
*c. Address: <u>123 J Street,</u> d. UTM: Zone:	Sacramento mE/	City: <u>Sa</u>	cramento Zip: 95814 mN (G.P.S.)	
	 sessor's Parcel Number (Mag	Block Lot): 0060012		
	, ,	· · · · · · · · · · · · · · · · · · ·	lition, alterations, size, setting, and boundaries.)	
sidewalk segment. The 123 J Stroparallels J Street and features briwalls on the south. The brick build	eet hollow sidewalk segment ck walls that support the 123 ding walls supporting 123 J S I clad with drywall and on its v	currently functions as a pure to the street building on the street feature door opening west end by a brick wall.	2 nd streets, and contains one hollow print shop. This hollow sidewalk segment north and buttressed brick street retaining ngs. The hollow sidewalk segment is The hollow sidewalk segment contains ers.	
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Build			Element of District Other	
			P5b. Photo: (view and date) Hollow sidewalk segment, looking south 04/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1864 HEC, 2009. *P7. Owner and Address: Redevelopment Agency City of Sacramento 630 I Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/27/2009 *P10. Survey Type: Reconnaissance	
*Attachments:	cation Map Sketch Map strict Record Linear Featu		s and Hollow Sidewalks Survey Report Building, Structure, and Object Record tation Record *Required information	

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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 *Resource Name or # (Assigned by recorder)
 123 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 ⊠ Continuation □ Update



Looking north at the brick building wall supporting the 123 J Street building(Page & Turnbull, 04/2009)



Hollow sidewalk segment, looking northeast (Page & Turnbull, 04/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		Primary # HRI #	
PRIMART RECORD		Trinomial NRHP Status Code 5D3	
	Other Listings		
	Review Code R	eviewer	Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assigned by	recorder) 128 J Street, Ho	llow Sidewalk
	Publication Unrestricted	*a. County: Sacra	<u>amento</u>
and (P2b and P2c or P2d. Attach a L *b. USGS 7.5' Quad: Sac	ocation Map as necessary.) cramento West	Da	te: 1998
*c. Address: 128 J Street		City: Sacram	
d. UTM: Zone:	mE/	Oity. Gaorain	mN (G.P.S.)
	sessor's Parcel Number (Map	, Block, Lot): 00600710270	
The building at 128 J Street is lost sidewalk segment. The 128 J Street and fe butressed brick street retaining w	cated on the south side of J Si eet hollow sidewalk segment eatures concrete plastered wal valls on the north. The building treet building. The hollow side atures carpeted flooring and a	reet, between Front and 2 nd scurrently functions as a storage is that support the 128 J Strewalls feature pilasters and ewalk segment is enclosed at	ge area. This hollow sidewalk et building on the north and ngaged piers that appear to provide its east and west ends by brick walls.
*P3b. Resource Attributes: (list a *P4. Resources Present: Buil	· · · · · · · · · · · · · · · · · · ·		ent of District Other
14. Resources Fresent.			
			D. Photo: (view and date) Hollow sidewalk segment, looking east 04/2009
			6. Date Constructed/Age and purces: ⊠Historic 1864
THE RESERVE THE PARTY OF THE PA			HEC, 2009.
(33)35 (3)	0332	*P	7. Owner and Address: Yu Family Revocable Trust
			9431 Maris Lane
		_	Elk Grove, CA 95624
		- *P	8. Recorded by:
			Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B
			Sacramento, CA 95816
		40	D. D. G. D d. d
Dett	Part of the second		9. Date Recorded: 05/27/2009
— Milimanthi San	A Long Dim		00/2/1/2000
		*	P10. Survey Type: Reconnaissance
	cation Map Sketch Map		Hollow Sidewalks Survey Report Building, Structure, and Object Record To Record Record
☐ Artifact Record ☐ Photograph DPR 523A (1/95)		5 . 1555.13 In initing Station	*Required information

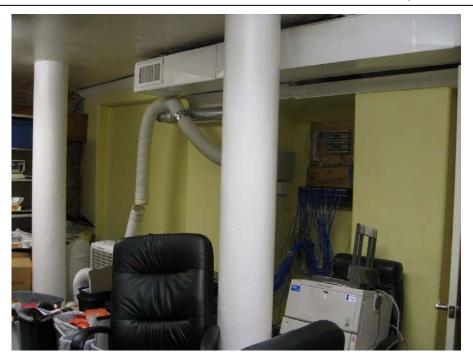
State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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HRI#	
Trinomial	

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 *Resource Name or # (Assigned by recorder)
 128 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/27/2009 ☐ Continuation ☐ Update



Finished building wall with engaged piers supporting 128 J Street, looking southeast. Poured concrete columns in foreground. (Page & Turnbull, 04/2009)



North side of building wall supporting 128 J Street with pilasters, looking northeast from basement (Page & Turnbull, 04/2009)

State of California — The Resour		Primary HRI #	#	_
PRIMARY RECORD	CONCATION		al	_
I KIMAKI KECOKO		Trinomi	al status Code 6Z	
	Other Listings	MAIN C		
	Review Code	Reviewer_		Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assigned	d by recorder)	629 J Street, Hollo	ow Sidewalk
*P2. Location: Not for	Publication Unrestrict	ed *a.	County: Sacran	nento
and (P2b and P2c or P2d. Attach a L	ocation Map as necessary.)			
*b. USGS 7.5' Quad: Sac	cramento East		Date	e: <u>1998</u>
*c. Address: 629 J Street	, Sacramento		City: Sacrame	nto Zip: <u>95814</u>
d. UTM: Zone:	mE/			mN (G.P.S.)
e. Other Locational Data: As	sessor's Parcel Number (N	Map, Block, Lo	:): <u>006003201200</u>	00
eastern hollow sidewalk segmen the west side of the sidewalk and	sidewalk segment parallels on the north, and poured on the north, and poured on the parallels 7 th Street. Brick if a poured concrete street several rooms by hollow cond the north end of the seg	s J Street and concrete street all and terminat and hollow claretaining wall stay tile partition ment terminate	eatures brick and he retaining walls on the east in a properties till building walls upports the sidewalls. The south e	nollow clay tile building walls that he south. This hollow sidewalk poured concrete retaining wall. The support the 629 J Street building on lk on the east. The eastern hollow nd of the segment terminates in a
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Buil	· —	239. Other ect ☐Site ☐		_
			*P6 Source *P9	Photo: (view and date) Southern segment, hollow clay le and brick walls, looking north 12/2009 Date Constructed/Age and Irces: ☑Historic 868-1876 HEC, 2009. December 2009. December 2009. Recorded by: Page & Turnbull, Inc. (MEG) 1401 C Street, Ste. B December 2009. Date Recorded: 15/20/2009 December 2009. Survey Type: Reconnaissance
*P11. Report Citation: (Cite survey *Attachments: None Lo Archaeological Record Di Artifact Record Photograph DPR 523A (1/95)	cation Map Sketch M strict Record Linear Fe	ap 🛛 Contini	uation Sheet 🔲 Bu	ilding, Structure, and Object Record

State of California & The Resources Agency
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	629 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/20/2009 \square Continuation \square Update



Street retaining wall of eastern segment, looking northeast (Page & Turnbull, 02/2009)



Eastern segment, hollow clay tile building wall, looking northwest (Page & Turnbull, 02/2009)

State of California — The Resou DEPARTMENT OF PARKS AND		Primary # HRI #_		
PRIMARY RECORD		Trinomial	and FD0	
	Other Listings	NRHP Status C	ode <u>5D3</u>	
	Review Code	Reviewer		Date
Page 1 of 2 *Resource na P1. Other Identifier:	ame(s) or number(assig	ned by recorder) 707 J	Street, Hollow Sidew	alk
	r Publication ⊠Unrest	ricted *a. Coun	ty: Sacramento	
and (P2b and P2c or P2d. Attach a l	ocation Map as necessary	/.)		
	cramento East		Date: 1998	
*c. Address: <u>707 J Stree</u>		City:	Sacramento	Zip: <u>95814</u>
d. UTM: Zone: e. Other Locational Data: A:		nE/	200240140000	_ mN (G.P.S.)
*P3a. Description: (Describe resormed The building at 707 J Street is los idewalk segment. The 707 J St segment parallels J Street and for retaining walls on the south. The The hollow sidewalk segment fer from the street level.	ource and its major element cated on the north side reet hollow sidewalk seg eatures brick piers that so hollow sidewalk segment	ts. Include design, materials of J Street, between 7 th a gment currently functions support the 707 J Street bent is enclosed at its east	, condition, alterations, and 8 th streets, and co as a storage area. The uilding on the north a and west ends by she	entains one hollow ne hollow sidewalk and butressed brick street eets of corrugated metal.
*P3b. Resource Attributes: (list	· —	HP39. Other	□□lamant of Dist	id Dothar
*P4. Resources Present: ☐Bui	iding ⊠Structure ⊡t	object Usite Udistrict	LEiement of Distr	ictOther
*P9. Date Recorded: 05/19/2009			Brick pie looking sidewall 03/2009 *P6. Date Sources: 1868 HEC, 20 *P7. Own Herbert Revocal 1301 No Sacram *P8. Record Page & 2401 C	Constructed/Age and Historic Dog. er and Address: K/Inez F Yee ble Trust brmandy Lane ento, CA 95822
*P10. Survey Type: Reconnaissance				
*P11. Report Citation: (Cite surve *Attachments: ☐ None ☐ Lo ☐ Archaeological Record ☐ D ☐ Artifact Record ☐ Photograph DPR 523A (1/95)	ocation Map	n Map ⊠ Continuation S Feature Record □ Mill	heet 🗌 Building, St	ructure, and Object Record

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Trinomial		

Page	2	of	2	*Resource Name or # (Assigned by recorder)	707、	J Street,	Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/19/2009 ⊠ Continuation □ Update



Brick street retaining walls and corrugated metal end partition (at right), looking southwest (Page & Turnbull, 03/2009)



Exterior of elevator hatch on J Street (Page & Turnbull, 03/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #_	
PRIMARY RECORD	Trinomial	
	NRHP Status Code 50	03
Other Listings		
Review Code	Reviewer	Date
Page 1 of 2 *Resource name(s) or number(as		follow Sidewalk
P1. Other Identifier: 715 Merchant Street, Hollow		
*P2. Location: ☐ Not for Publication ☐ Unrand (P2b and P2c or P2d. Attach a Location Map as necess	, <u> </u>	cramento
*b. USGS 7.5' Quad: Sacramento East	_	Date: 1998
*c. Address: 715 Merchant Street, Sacramen		mento Zip: 95814
d. UTM: Zone:	mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Nun		
*P3a. Description: (Describe resource and its major elen		
Two buildings, one at 712 J Street and the other at 7 Street is located on the north side of Merchant Street The 715 Merchant Street hollow sidewalk segment is Street and features a brick building wall with door ope brick street retaining wall with corbelled piers on the sty brick walls. The hollow sidewalk segment features and supported by steel X-brace frames. An elevator a	t, between 7 th and 8 th streets, and core not currently utilized. The hollow sid enings that supports the 715 Mercha south. The hollow sidewalk segment as a concrete floor and a concrete slab	ntains one hollow sidewalk segment. ewalk segment parallels Merchant nt Street building on the north and a is enclosed at its east and west ends ceiling reinforced with steel I-beams
*P3b. Resource Attributes: (list attributes and codes) *P4. Resources Present: ☐Building ☐Structure	_HP39. Other □Object □Site □District □Ele	
		P5b. Photo: (view and date) Brick street retaining wall with corbelled piers, looking southeast 05/2009
		*P6. Date Constructed/Age and Sources: Historic 1868 HEC, 2009.
		*P7. Owner and Address: Javed T/Anma Siddiqui, et al 1808 J Street Sacramento, CA 95811
Reconnaissance		*P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/19/2009 *P10. Survey Type:
	etch Map ⊠ Continuation Sheet □ ear Feature Record □ Milling Stati	Building, Structure, and Object Record

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*Resource Name or # (Assigned by recorder) 712 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/19/2009

□ Update



Hollow sidewalk segment, looking southwest (Page & Turnbull, 05/2009)



Building wall supporting 715 Merchant Street, looking northeast (Page & Turnbull, 05/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #	
PRIMARY RECORD	Trinomial	
a	NRHP Status Code	<u>6Z</u>
Other Listings Review Code	Reviewer	Date
Page 1 of 2 *Resource name(s) or number(assigned by P1. Other Identifier:	y recorder) 725 J Street	, Hollow Sidewalk
*P2. Location: ☐ Not for Publication ☐ Unrestricted	t *a. County: S	Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad: Sacramento East		Date : 1998
*c. Address: 725 J Street, Sacramento	City: Sac	cramento Zip: 95814
d. UTM: Zone: mE/		mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Ma	ap, Block, Lot): <u>0060034</u>	0100000
*P3a. Description: (Describe resource and its major elements. In The building at 725 J Street is located on the north side of J S sidewalk segment. The 725 J Street hollow sidewalk segment segment parallels J Street and features concrete piers on bributressed brick street retaining wall on the south. The hollow end walls clad with stucco. The hollow sidewalk segment feat located at the center of the street retaining wall on the south.	Street, between 7 th and 8 th t currently functions as a sck footings that support the sidewalk segment is enclotures a concrete floor and	streets, and contains one hollow storage area. The hollow sidewalk e 725 J Street building on the north and a osed at its east and west ends by brick a concrete slab ceiling. Granite stairs
*P3b. Resource Attributes: (list attributes and codes)	9. Other ct	Element of District Other
Reconnaissance		P5b. Photo: (view and date) Concrete piers on brick footings supporting building, looking southwest 05/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1868 HEC, 2009. *P7. Owner and Address: J Street Reformation Partnership 2150 River Plaza Drive Sacramento, CA 95833 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/19/2009 *P10. Survey Type:
	ster "nene"\ Daised Ctreete	and Hollow Sidowalka Survey Banat
*P11. Report Citation: (Cite survey report and other sources, or er *Attachments: None Location Map Sketch Map Archaeological Record District Record Linear Feat Artifact Record Photograph Record Other (list) DPR 523A (1/95)		

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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 of
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 *Resource Name or # (Assigned by recorder)
 725 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/19/2009 ⊠ Continuation □ Update



Stucco-clad brick end wall, looking southeast (Page & Turnbull, 05/2009)



Granite stairs from hollow sidewalk to J Street, looking south (Page & Turnbull, 05/2009)

State of California — The Resou DEPARTMENT OF PARKS AND		Primary HRI #_	· #	
PRIMARY RECORD		Trinomi NRHP S	al Status Code 5D3	
	Other Listings Review Code	Reviewer		Date
Page 1 of 2 *Resource na P1. Other Identifier:	ame(s) or number(assig	ned by recorder)	729-731 J Street, Hollow	Sidewalk
*P2. Location: Not fo	r Publication ⊠Unrest		County: Sacramento	_
and (P2b and P2c or P2d. Attach a land) *b. USGS 7.5' Quad: Sa	Location Map as necessary Icramento East	'.)	Date: 199	8
*c. Address: 729-731 J S			City: Sacramento	Zip: 95814
d. UTM: Zone:		nE/		mN (G.P.S.)
e. Other Locational Data: A	ssessor's Parcel Numbe	er (Map, Block, Lo	t): 00600340080000	
hollow segments in an L-shaped eastern leg parallels 8 th Street. I brick building walls of the 729-73 south and east. The brick buildir segments, the door openings are eastern leg of the segments and south ends and feature unfinished street level exterior.	The hollow sidewalk seg 31 J Street building on the g walls feature arched of framed by corbelled bra I features a door labeled	ments are not cur ne north and west door openings and ackets. A wood pa "C. Flaherty." The	rently utilized. The segmen, and by brick, buttressed so I wood door frames. In the artition extends east from the segments terminate in br	nts are supported by the street retaining walls on the southern leg of the he building wall into the lick walls at the west and
*P3b. Resource Attributes: (list *P4. Resources Present: ☐Bui		HP39. Other Object □Site □	District □Element of Dis	strict Other
Peconnaissance			looking nor 02/2009 *P6. Date Co Sources: 1868-1870 HEC, 2009 *P7. Owner a Porter Fam 5250 Valha Carmichael *P8. Recorde Page & Tur 2401 C Stre	egment, brick piers, th constructed/Age and Historic and Address: iily Trust iilla Drive I, CA 95608 ed by: rnbull, Inc. (MEG) eet, Ste. B o, CA 95816 ecorded:
Reconnaissance	<u> </u>			
	ocation Map	n Map ⊠ Continu Feature Record		Structure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	727-731 J Street, Hollow Sidewal
. ugo	_	٠.	_	(Abbiglied by recorder)	727 7010 Circot, Hollow Clacwal

*Recorded by: Page & Turnbull *Date 05/19/2009 \boxtimes Continuation \square Update



Wood frame partition in eastern leg of the segment, looking northwest (Page & Turnbull, 02/2009)



Detail of sidewalk prism lights (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #	
PRIMARY RECORD	Trinomial NRHP Status Cod	le 5D3
Other Listings_	With Status Coo	<u> </u>
Review Code	Reviewer	Date
Page 1 of 2 *Resource name(s) or number(assigned P1. Other Identifier:	ed by recorder) 900 J Str	eet, Hollow Sidewalk
*P2. Location: ☐ Not for Publication ☑Unrestric	ted *a. County:	<u>Sacramento</u>
and (P2b and P2c or P2d. Attach a Location Map as necessary.)		
*b. USGS 7.5' Quad: Sacramento East		Date: 1998
*c. Address: 900 J Street, Sacramento	City:	Sacramento Zip: 95814
d. UTM: Zone: mE		mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number	(Map, Block, Lot): <u>00601</u>	010030000
The building at 900 J Street is located on the southeast co of hollow sidewalks. The 900 J Street hollow sidewalk seg northern hollow sidewalk segment parallels J Street and fe and butressed brick street retaining walls on the north. Thi walls finished with drywall. The western hollow sidewalk so the 900 J Street building on the east side of the sidewalk, the west. The north and south ends of the segment termin feature concrete floors and concrete slab ceilings. At stree and J Streets.	ments currently function as eatures brick piers that sup is hollow sidewalk segmen egment parallels 9 th Street and a buttressed brick stre tate in walls finished with d	s a showroom for a snowboard shop. The port the 900 J Street building on the south, it is enclosed at its east and west ends by . Brick, piers with corbelled bases support set retaining wall supports the sidewalk on rywall. Both hollow sidewalk segments
*P3b. Resource Attributes: (list attributes and codes) _H *P4. Resources Present: □Building ☑Structure □Ob	P39. Other oject □Site □District [☐Element of District ☐Other
		P5b. Photo: (view and date) Western segment, brick piers supporting building, looking north 02/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1868-1876 HEC, 2009. *P7. Owner and Address: Palladian Props, LLC 1425 River Park Drive, 404 Sacramento, CA 95815 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/11/2009 *P10. Survey Type:
Reconnaissance		
	Map Continuation She	ets and Hollow Sidewalk Survey Report et

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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HRI#		
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Page 2 of 2 *Resource Name or # (Assigned by recorder) 900 J Str	Street, Hollow Sidewall
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*Recorded by: Page & Turnbull *Date 05/11/2009 \boxtimes Continuation \square Update



Street retaining wall in western segment, looking northwest (Page & Turnbull, 02/2009)



Granite curb, intersection of 9th and J Streets (Page & Turnbull, 05/2009)

DEPA	of California — The Res RTMENT OF PARKS AN MARY RECORD	D RECREATION	Primary HRI # Trinomia			
		•	NRHP S	tatus Cod	e <u>5D3</u>	
		Other Listings Review Code	Reviewer			Date
Page P1.	1 of 2 *Resource	name(s) or number(assigned by recorder)	908 J Str	eet, Hollow Sidew	alk
*P2.		for Publication 🖂 Ur	restricted *a.	County:	Sacramento	
and	(P2b and P2c or P2d. Attach					
*b.	USGS 7.5' Quad:	Sacramento East			Date: 1998	
*C.		eet, Sacramento		City:	Sacramento	Zip: <u>95814</u>
d.	UTM: Zone:		mE/			_ mN (G.P.S.)
e.			ımber (Map, Block, Lot			size, setting, and boundaries.)
seg butr wall	ewalk segment. The 908 J ment parallels J Street an ressed street retaining wal is. The hollow sidewalk se ewalk space includes a ma	d features concrete an Is on the north. This ho gment features a cond	d brick piers that suppo ollow sidewalk segmen crete floor and a concre	ort the 908 t is enclos te slab ce	J Street building ed at its east and	on the south, and brick
*P3b.	Resource Attributes: (ist attributes and codes)	HP39. Other			
*P4. F	Resources Present: 🔲	Building ⊠Structure	□Object □Site □	District [☐Element of Distr	ict ☐Other
					looking south 03/2009 *P6. Date Consources: ⊠Hi 1868 HEC, 2009. *P7. Owner an Peter/Sylvia of Family Living 1136 Volz Dr Sacramento, *P8. Recorded Page & Turnl 2401 C Street Sacramento, *P9. Date Recorded Page & Turnl 2401 C Street Sacramento, *P9. Date Recorded Page & Turnl 2401 C Street Sacramento,	structed/Age and storic ad Address: Greenstein Trust ive CA 95822 I by: bull, Inc. (MEG) it, Ste. B CA 95816 orded: Type: nce
*Attac		Location Map SI SI District Record Li	ketch Map ⊠ Continu near Feature Record	ation She	et 🗌 Building, Sti	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

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Page	2	of	2	*Resource Name or # (Assigned by recorder)	908 J Street, Hollow Sidewall
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*Recorded by: Page & Turnbull *Date 05/16/2009 \omega Continuation Update



Street retaining wall, looking northwest (Page & Turnbull, 03/2009)



Starred manhole cover in sidewalk above 908 J Street hollow sidewalk segment (Page & Turnbull, 03/2009)

State of California — The Resources Age DEPARTMENT OF PARKS AND RECREA		Primary HRI#_	#		
PRIMARY RECORD		Trinomia	al		
Other L	istings	NRHP St	tatus Code	e <u>5D3</u>	
		viewer			Date
Page 1 of 2 *Resource name(s) or	number(assigned by re	ecorder) _	910 J Stre	et, Hollow Sidew	valk
P1. Other Identifier:					
*P2. Location: Not for Publicat		*a.	County:	Sacramento	
and (P2b and P2c or P2d. Attach a Location M.*b. USGS 7.5' Quad: Sacramento				Date: 1998	
*c. Address: 910 J Street, Sacram			City: S	acramento	Zip: 95814
d. UTM: Zone:	mE/		Oity. <u>C</u>	acramente	mN (G.P.S.)
e. Other Locational Data: Assessor's		Block, Lot)	: 006010	10070000	
The building at 910 J Street is located on sidewalk segment. The 910 J Street hollow building wall that supports the 910 J Street building wall features three door openings however. The hollow sidewalk segment is capped by a ceiling reinforced with steel I-	w sidewalk segment is t building on the south surmounted by concr enclosed at its east a	not curren , and butre ete lintels; nd west en	tly utilized. essed brick only the ea ds by brick	It parallels J Str street retaining asternmost door walls, features a	reet and features a brick walls on the north. The has not been infilled,
*P3b. Resource Attributes: (list attributes a *P4. Resources Present: ☐Building ☑			District	openings, lo	ew and date) g wall with door
	ASAA PARIS PRAG PRAG	THAIRING TO THE PARTY OF THE PA		*P6. Date Cor Sources: H 1868 HEC, 2009. *P7. Owner as Kenny/Kathle Living Trust 5421 Pleasa Sacramento	nstructed/Age and listoric nd Address: een Wong int Drive, , CA 95822 d by: abull, Inc. (MEG) et, Ste. B , CA 95816 corded:
*P11. Report Citation: (Cite survey report an *Attachments: None Location Machaeological Record District Record Photograph Record DPR 523A (1/95)	ap 🗌 Sketch Map	⊠ Continua	ation Shee	t 🔲 Building, S	tructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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HRI#		
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	910 J Street,	Hollow Sidewalk
	_					

*Recorded by: Page & Turnbull *Date 05/16/2009 \boxtimes Continuation \square Update



Street retaining wall, looking northwest (Page & Turnbull, 02/2009)



Brick end wall, looking west (Page & Turnbull, 02/2009)

State of California — The Resour DEPARTMENT OF PARKS AND F		Primary # HRI #		
PRIMARY RECORD		Trinomial		
	Other Listings	NRHP Status	Code <u>5D3</u>	
	Other Listings Review Code	Reviewer		Date
Page 1 of 2 *Resource na P1. Other Identifier:	me(s) or number(assign	ed by recorder) 918 J	Street, Hollow Sidev	valk
*P2. Location: Not for	Publication Unrestri	cted *a. Cour	nty: Sacramento	
and (P2b and P2c or P2d. Attach a L	ocation Map as necessary.)	(
*b. USGS 7.5' Quad: <u>Sac</u>	cramento East		Date : 1998	
*c. Address: 918 J Street		City:	Sacramento	_ Zip: <u>95814</u>
d. UTM: Zone:	ml			mN (G.P.S.)
e. Other Locational Data: As*P3a. Description: (Describe reso		· · · · · · · —		
sidewalk segment. The 918 J Str Street and features a brick building retaining wall on the north. The bopenings which appear to have bounded wood frames and sills. The concrete floor, and is capped by	ng wall that supports the uilding wall contains a do been created by infilling the he hollow sidewalk segm	918 J Street building or por opening with a wood ne lower half of former of ent is enclosed at its ea	n the south, and a bu d frame and threshol door openings with b st and west ends by	tressed brick street d, and two window rick. The window openings brick end walls, features a
*P3b. Resource Attributes: (list a *P4. Resources Present: ☐Buil	· —	IP39. Other oject	P5b. Photo: (vietal Brick buildin infilled open	<u> </u>
			02/2009 *P6. Date Cores: ⊠H 1868 HEC, 2009.	nstructed/Age and listoric
		9	*P7. Owner a	nd Addross:
		- to the second	City Centre	
THE RESERVE TO SERVE THE PARTY OF THE PARTY			Revocable 1	rust
The same of the sa			P.O. Box 15	
The same of the sa			Sacramento	, CA
			*P8. Recorde	
	Print Control			nbull, Inc. (MEG)
			2401 C Stre Sacramento	
			Sacramento	, OA 300 10
			*P9. Date Red	corded:
			05/16/2009	
			*P10. Survey	
		The Park of the Control of the Contr	Reconnaiss	ance
*P11. Report Citation: (Cite survey *Attachments: None Lo Archaeological Record Dis Artifact Record Photograph DPR 523A (1/95)	cation Map Sketch strict Record Linear F	Map 🛛 Continuation S	Sheet 🗌 Building, S	tructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page	2	of	2	*Resource Name or # (Assigned by recorder)	918	J Street	, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/16/2009 \boxtimes Continuation \square Update



Street retaining wall and timber supports, looking northeast (Page & Turnbull, 05/2009)



Detail of window opening and timber supports, looking south (Page & Turnbull, 05/2009)

State of California — The Resource DEPARTMENT OF PARKS AND RE		Primary HRI #_	#		
PRIMARY RECORD		Trinomi	al		
			tatus Code	6Z	
	ther Listings				
R	eview Code	Reviewer			Date
Page 1 of 2 *Resource name P1. Other Identifier:	e(s) or number(assigned	d by recorder)	1000 J Stre	et, Hollow Side	walk
*P2 . Location: ☐ Not for P	ublication Unrestrict	ed *a.	County:	Sacramento .	
and (P2b and P2c or P2d. Attach a Loc	ation Map as necessary.)				
*b. USGS 7.5' Quad: Sacra	mento East			Date: 1998	
*c. Address: 1000 J Street,	Sacramento		City: Sa	cramento	Zip: <u>95814</u>
d. UTM: Zone:	mE/				mN (G.P.S.)
e. Other Locational Data: Asserta. *P3a. Description: (Describe resource)					
segments of hollow sidewalks. The segment features a wall clad with d retaining wall on the north. The northollow sidewalk segment parallels sidewalk and a buttressed brick strein a brick wall. A hole in this brick p hollow sidewalk segments feature on 10 th Street and includes a starre	rywall that support the 1 thern hollow sidewalk se 10 th Street. A wall clad in eet retaining wall support artition reveals that the le concrete flooring and a concrete flooring and a concrete.	1000 J Street by egment is enclor of drywall supports the sidewalk hollow sidewalk concrete slab co	uilding on the used at its ease orts the 1000 on the west calong 10 th Seiling. The ho	s south and a b st end by a ply J Street buildin The south end Street continues bllow sidewalk i	utressed brick street wood partition. The western g on the east side of the d of the segment terminates to the J/K Alley. Both s accessed by an elevator
*P3b. Resource Attributes: (list attr	ibutes and codes) HF	39. Other			
*P4. Resources Present: Buildir	ng ⊠Structure ⊡Obj	ect Site	District 🔲	Element of Dist	rict Other
				*P8. Recor Page & T 2401 C S Sacramer *P9. Date F 05/18/200	sino, Barbara (1969). r and Address: r Ismail rra Oaks Court e, CA 95658 ded by: urnbull, Inc. (MEG) treet, Ste. B nto, CA 95816 Recorded: 99 ey Type: ssance
*P11. Report Citation: (Cite survey re *Attachments: None Loca Archaeological Record Distr Artifact Record Photograph Re DPR 523A (1/95)	tion Map □ Sketch M ict Record □ Linear Fe	lap ⊠ Continເ	ation Sheet	☐ Building, S	tructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
HRI#		
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Page 2 of 2 *Resource Name or # (Assigned by recorder) 1000 J Street,	, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/18/2009 \boxtimes Continuation \square Update



Western hollow sidewalk segment looking south through hole in end wall toward J/K Alley (Page & Turnbull, 05/2009)



Elevator, 10th Street (Page & Turnbull, 05/2009)

State of California — The Resource DEPARTMENT OF PARKS AND RI PRIMARY RECORD		Primary #_ HRI #_ Trinomial_			
	Other Listings	NRHP Stat	us Code <u>5</u>	5D3	
	Review Code	Reviewer			Date
Page 1 of 2 *Resource name P1. Other Identifier:	ne(s) or number(assigne	ed by recorder) 10	12 J Stree	t, Hollow Sidev	walk
and (P2b and P2c or P2d. Attach a Lo *b. USGS 7.5' Quad: Sacr	Publication		ty: Sac	Date: 1998	Zip: 95814
d. UTM: Zone:	mE				mN (G.P.S.)
e. Other Locational Data: Ass *P3a. Description: (Describe resour The building at 1012 J Street is location sidewalk segment that parallels J piers with corbelled bases and brawalls clad in stucco on the north. The walls. The hollow sidewalk segment sidewalk segment from street level	rce and its major elements. cated on the south side of Street. The hollow sidewackets that support the 1 The hollow sidewalk segunt features concrete floor	Include design, mate of J Street, between valk segment currer 012 J Street buildin ment is enclosed a	erials, condit in 10 th and 1 intly function ig on the so t its east ar	tion, alterations, 11 th streets, an ns as a storage outh, and butre nd west ends b	d features one hollow e area. It features brick essed brick street retaining by stucco-clad brick end
*P3b. Resource Attributes: (list at *P4. Resources Present: ☐Build	· —	P39. Other oject	strict	lement of Distr	rict
*P11. Report Citation: (Cite survey)	report and other sources, o	r enter "none") Rais	*P *P *	looking east 03/2009 P6. Date Consources: His ca. 1870 Lagomarsino, P7. Owner and Patino Lorenz 928 Stern Circ Sacramento, 0 P8. Recorded Page & Turnb 2401 C Street Sacramento, 0 P9. Date Recorded P19/2009 P10. Survey Reconnaissar	by: bull, Inc. (MEG) c, Ste. B CA 95816 Type:
*Attachments:	ation Map ☐ Sketch N trict Record ☐ Linear F	Map ⊠ Continuati	on Sheet [Building, St	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
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Page <u>2</u> of <u>2</u>

*Resource Name or # (Assigned by recorder) 1012 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/19/2009 □ Continuation

☐ Update



Detail of a corbelled bracket on one of the brick piers that supports the building wall. (Page & Turnbull, 04/2009)



Elevator access to J Street (Page & Turnbull, 04/2009)

State of California — The Resort DEPARTMENT OF PARKS AND PRIMARY RECORD		Primary # HRI # Trinomial		
	Other Lietings	NRHP Status (Code 6Z	
	Other Listings Review Code	Reviewer		Date
Page 1 of 2 *Resource n P1. Other Identifier:	name(s) or number(assigne	d by recorder) 1208	J Street, Hollow Sidev	valk
and (P2b and P2c or P2d. Attach a *b. USGS 7.5' Quad: Si *c. Address: 1208 J Stro d. UTM: Zone:	acramento East eet, Sacramento mE	City:	Date: 1998 Sacramento	Zip: <u>95814</u> _ mN (G.P.S.)
*P3a. Description: (Describe res The building at 1208 J Street is sidewalk segment. The 1208 J segment parallels J Street and street retaining walls on the nor hollow sidewalk segment featur hollow sidewalk space from the	located on the south side of Street hollow sidewalk segretures concrete piers that th. The hollow sidewalk segrets a concrete floor and a c street level, but has been in	Include design, materials of J Street, between 12 ment currently function it support the 1208 J Stigment is enclosed at its oncrete slab ceiling. Arremoved.	s, condition, alterations, so the and 13 th streets, and so as a storage area. The reet building on the so so east and west ends	d contains one hollow The hollow sidewalk outh, and poured concrete by concrete walls. The
*P3b. Resource Attributes: (list*P4. Resources Present: Bu		P39. Other ject Site District	P5b. Photo: (view Concrete piers building, lookin 03/2009 *P6. Date Cons Sources: Also Lagomarsino, Lagomarsino, 2009 *P7. Owner and George L/Bon 1208 J Street Sacramento, Compared to the second s	and date) s supporting ng southeast tructed/Age and ttoric Barbara (1969). d Address: nie L Procida CA 95814 by: ull, Inc. (MEG) , Ste. B CA 95816 rded: Type:
*P11. Report Citation: (Cite surv. *Attachments: None L Archaeological Record L Photograph DPR 523A (1/95)	ocation Map Sketch No Strict Record Linear Fo	lap ⊠ Continuation S	heet 🗌 Building, Str	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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 of
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 *Resource Name or # (Assigned by recorder)
 1208 J Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/20/2009 ☐ Continuation ☐ Update



Concrete street retaining wall, looking north (Page & Turnbull, 04/2009)



Exterior sidewalk surface above hollow sidewalk, looking east. Concrete patch indicating infilled elevator hatch visible at left. (Page & Turnbull, 04/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial
Other Lietings	NRHP Status Code 5D3
Other Listings Review Code	Reviewer Date
Page 1 of 2 *Resource name(s) or number(assigned P1. Other Identifier:	by recorder)111-113 K Street, Hollow Sidewalk
P1. Other Identifier: *P2. Location: ☐ Not for Publication ☐ Unrestricted	ed *a. County: Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)	a. Garamento
*b. USGS 7.5' Quad: Sacramento West	Date : 1998
*c. Address: 111-113 K Street, Sacramento	City: Sacramento Zip: 95814
d. UTM: Zone: mE/	·
e. Other Locational Data: Assessor's Parcel Number (N	
*P3a. Description: (Describe resource and its major elements.	Include design, materials, condition, alterations, size, setting, and boundaries.)
Street hollow sidewalk segment parallels K Street and curre frame vents in arched window openings infilled with brick, s	and streets, and contains one hollow sidewalk segment. The 111-113 K ently functions as a storage area. Brick walls, containing small metal support the 111-113 K Street building on the north. Brick buttressed to hollow sidewalk segment terminates in brick walls at its east and a flooring and a concrete slab ceiling.
*P3b. Resource Attributes: (list attributes and codes) HP	39. Other
*P4. Resources Present: ☐Building ☐Structure ☐Obje	ect Site District Element of District Other
	P5b. Photo: (view and date) Hollow sidewalk, looking southwest 03/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1865 HEC, 2009. *P7. Owner and Address: Corcos Family Trust 4780 Lakeside Way Fair Oaks, CA 95628 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 *P10. Survey Type: Reconnaissance
*Attachments:	enter "none") Raised Streets and Hollow Sidewalks Survey Report ap Continuation Sheet Building, Structure, and Object Record ature Record Milling Station Record Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

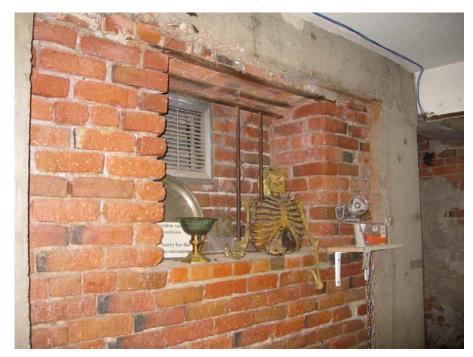
Primary#	
HRI#	
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Page	2	of	2	*Resource Name or # (Assigned by recorder)	111-113 K Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Brick building wall below 111-113 K Street, showing infilled window openings with metal vents, looking northeast (Page & Turnbull, 04/2009)



Inside the basement, rectangular window opening in the wall supporting 111-113 K Street, looking south (Page & Turnbull, 04/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #			
PRIMARY RECORD	Trinomial			
	NRHP Status Code 5D3			
Other Listings				
Review Code Re	viewer Date			
Page 1 of 2 *Resource name(s) or number(assigned by re	ecorder)115-119 K Street, Hollow Sidewalk			
P1. Other Identifier: *P2. Location: ☐ Not for Publication ☐ Unrestricted	*a. County: <u>Sacramento</u>			
and (P2b and P2c or P2d. Attach a Location Map as necessary.)	a. County. <u>Sacramento</u>			
*b. USGS 7.5' Quad: Sacramento West	Date : 1998			
*c. Address: 115-119 K Street, Sacramento	City: Sacramento Zip: 95814			
d. UTM: Zone: mE/	mN (G.P.S.)			
e. Other Locational Data: Assessor's Parcel Number (Map,	Block, Lot): 00600710560000			
*P3a. Description: (Describe resource and its major elements. Include	le design, materials, condition, alterations, size, setting, and boundaries.)			
Street hollow sidewalk segment currently functions as a storage Street and features concrete frame brick walls that support the 1 butressed brick street retaining walls parallel K Street and Fireho K Street feature brick infilled arched window and door openings brick wall. The hollow sidewalk segment features a concrete floor poured concrete columns.	15-119 K Street building on the north. On the south and east, buse Alley, respectively. The brick building walls below 115-119 The hollow sidewalk segment is enclosed at its west end by a			
*P3b. Resource Attributes: (list attributes and codes) HP39. (*P4. Resources Present: ☐Building ☐Structure ☐Object	Site □District □Element of District □Other			
*P11. Report Citation: (Cite survey report and other sources, or enter	P5b. Photo: (view and date) Brick building wall below 121 K Street, looking north 04/2009 *P6. Date Constructed/Age and Sources: ☑Historic 1865 HEC, 2009. *P7. Owner and Address: Harris-Winkle Building Ltd. 2819 Crow Canyon Road 200 San Ramon, CA 94583 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/26/2009 *P10. Survey Type: Reconnaissance			
*Attachments:	Continuation Sheet ☐ Building, Structure, and Object Record Record ☐ Milling Station Record ☐ Rock Art Record *Required information			

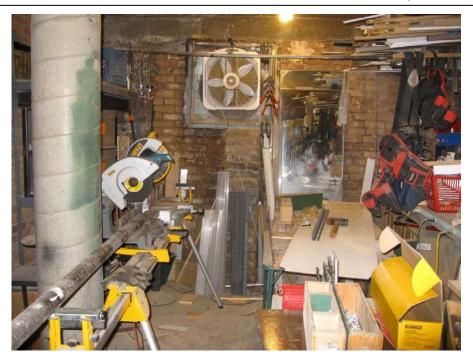
State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

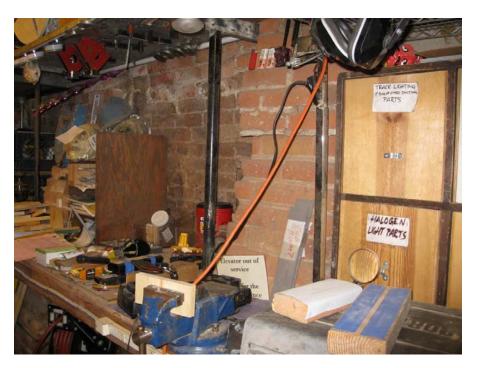
Page 2 of 2

*Resource Name or # (Assigned by recorder) 115-119 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/26/2009 ⊠ Continuation □ Update



Brick buttressed street retaining walls, looking east (Page & Turnbull, 04/2009)



Brick buttressed street retaining walls, looking south (Page & Turnbull, 04/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #_			
PRIMARY RECORD	Trinomial			
	NRHP Status Co	de <u>6</u> Z		
Other Listings				
Review Code	Reviewer	Date		
Page 1 of 2 *Resource name(s) or number(assigned bp1. Other Identifier:	by recorder) 116 K S	treet, Hollow Sidewalk		
*P2. Location: ☐ Not for Publication ☐ Unrestricted	ta. County	r: <u>Sacramento</u>		
and (P2b and P2c or P2d. Attach a Location Map as necessary.)				
*b. USGS 7.5' Quad: Sacramento West		Date: 1998		
*c. Address: 116 K Street, Sacramento	City:	Sacramento Zip: 95814		
d. UTM: Zone: mE/		mN (G.P.S.)		
e. Other Locational Data: Assessor's Parcel Number (Ma	ap, Block, Lot): <u>0060</u>	0720480000		
hollow sidewalk segments in an L-shaped configuration that sidewalk segment parallels Firehouse Alley and the northern parking lot. The hollow sidewalk is open to the exterior on the overhanging concrete sidewalk that creates the ceiling of the support the west and north edges of the sidewalk. The hollow south end of the western leg, and a concrete block wall at the features concrete flooring and a concrete slab ceiling.	leg parallels K Street. e south and east sides hollow sidewalk segm v sidewalk segment ter	The hollow sidewalk segments border a and concrete columns support the ent. Brick buttressed street retaining walls minates in a poured concrete wall at the		
*P3b. Resource Attributes: (list attributes and codes) HP3	9. Other			
*P4. Resources Present: ☐Building ☐Structure ☐Object		☐Element of District ☐Other		
The indicate of the indicate o		P5b. Photo: (view and date) Northern leg of the hollow sidewalk segment, looking northeast 04/2009 *P6. Date Constructed/Age and Sources: ☑Historic 1865 HEC, 2009. *P7. Owner and Address: Redevelopment Agency City of Sacramento 630 I Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 *P10. Survey Type: Reconnaissance		
*P11. Report Citation: (Cite survey report and other sources, or enter "none") Raised Streets and Hollow Sidewalks Survey Report *Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (list) *Required information*				

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page	2	of	2	*Resource Name or # (Assigned by recorder)	116 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Western leg of the hollow sidewalk segment, looking north (Page & Turnbull, 04/2009)

State of California — The Resource DEPARTMENT OF PARKS AND RI		Primary # HRI #			
PRIMARY RECORD		Trinomial NRHP Status Code <u>6Z</u>			
	Other Listings Review Code	Reviewer		Date	
Page 1 of 2 *Resource nan P1. Other Identifier:	ne(s) or number(assigne	ed by recorder) 126	K Street, Hollow Sidev	valk	
*P2. Location: Not for F and (P2b and P2c or P2d. Attach a Lo	Publication ☑Unrestric cation Map as necessary.) amento West	ted *a. Co u	Inty: Sacramento Date: 1998		
*c. Address: 126 K Street, d. UTM: Zone: e. Other Locational Data: Ass *P3a. Description: (Describe resour The building at 126 K Street is locational Data: Ass	Sacramento mE essor's Parcel Number (ree and its major elements.	(Map, Block, Lot): 0	Sacramento 0600720320000 lls, condition, alterations,	Zip: 95814 mN (G.P.S.)	
sidewalk segment. The 126 K Street is local sidewalk segment. The 126 K Street hollow sidewalk segment is supported to the support of the sup	et hollow sidewalk segn rted by concrete block w pasement of 126 K Stree	nent parallels K Street valls on both the north et into the hollow side	and currently functior (street retaining wall) walk segment. The ho	ns as a storage area. The and south (building wall). llow sidewalk segment	
*P3b. Resource Attributes: (list attributes and codes) *P4. Resources Present: □Building ☑Structure □Object □Site □District □Element of District □Other P5b. Photo: (view and date) Hollow sidewalk, looking northeast 02/2009 *P6. Date Constructed/Age and Sources: ☑Historic 1865 HEC, 2009. *P7. Owner and Address: MWM Partnership 4028 Hollygrove Court Sacramento, CA 95826 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 P10. Survey Type: Reconnaissance					
	ation Map ☐ Sketch M rict Record ☐ Linear F	/lap ⊠ Continuation	Sheet Building, St	tructure, and Object Record	

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
HRI#		
Trinomial		

Page <u>2</u> of <u>2</u>

*Resource Name or # (Assigned by recorder) 126 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/25/2009

□ Update



Hollow sidewalk segment, looking north (Page & Turnbull, 02/2009)



Hollow sidewalk segment, looking south at the building wall and showing door into building basement. (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #		
PRIMARY RECORD	Trinomial		
Other Lietings	NRHP Status Code 6Z		
Other Listings Review Code Rev	viewer Date		
Page 1 of 2 *Resource name(s) or number(assigned by red P1. Other Identifier:	corder) 704 K Street, Hollow Sidewalk		
*P2. Location: ☐ Not for Publication ☐Unrestricted	*a. County: Sacramento		
and (P2b and P2c or P2d. Attach a Location Map as necessary.)	• ———		
*b. USGS 7.5' Quad: Sacramento East	Date : 1998		
*c. Address: 704 K Street, Sacramento	City: Sacramento Zip: 95814		
d. UTM: Zone: mE/	mN (G.P.S.)		
e. Other Locational Data: Assessor's Parcel Number (Map, E *P3a. Description: (Describe resource and its major elements. Include			
The building at 704 K Street is located on the southeast corner of sidewalks segments. The 704 K Street hollow sidewalk segments currently utilized. The western hollow sidewalk segment parallels on the west and concrete piers that support the 704 K Street build its north and south ends by poured concrete walls. The northern retaining walls are located along the north side of the segment are located on its south side. The east and west ends of the segment feature concrete floors and concrete slab ceilings.	s were finished to serve as storage for a retail shop, but are not 7th Street and features poured concrete street retaining walls ding on the east. This hollow sidewalk segment is enclosed on hollow sidewalk segment parallels K Street. Brick street not the building wall, which is finished with wood paneling, is		
*P3b. Resource Attributes: (list attributes and codes) HP39. O	ther		
*P4. Resources Present: Building Structure Object			
	P5b. Photo: (view and date) Western segment, looking east (?) through building wall 02/2009 *P6. Date Constructed/Age and Sources: ☑ Historic 1868 HEC, 2009. *P7. Owner and Address: Redevelopment Agency City of Sacramento 630 I Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 *P10. Survey Type: Reconnaissance		
*P11. Report Citation: (Cite survey report and other sources, or enter *Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☐ Archaeological Record ☐ District Record ☐ Linear Feature ☐ Artifact Record ☐ Photograph Record ☐ Other (list) DPR 523A (1/95)	"none") Raised Streets and Hollow Sidewalks Survey Report ☐ Continuation Sheet ☐ Building, Structure, and Object Record Record ☐ Milling Station Record ☐ Rock Art Record *Required information		

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page 2 of 2 *Resource Name or # (Assigned by recorder) 704 K S	Street, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 \square Continuation \square Update



Western segment, poured concrete street retaining walls on the west and north, looking west (Page & Turnbull, 02/2009)



North segment, brick street retaining wall looking north (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION				Primary HRI #	/ #				
PRI	MARY RE	COR	D		Trinom	ial			
			0411:-4:-		NRHP S	Status Co	de <u>5D3</u>		
			Other Listin Review Cod	~	Reviewer_			Date	
			e name(s) or nur	n ber (assigned	by recorder)	708 K S	treet, Hollow Side	walk	
P1. *P2.	Other Identifie		ot for Publication	MI Investriete	d *a.	Count	r: Sacramento		
			ch a Location Map as		u a.	County	. Sacramento		
*b.	•		Sacramento Eas	• ,			Date: 1998	}	
*c.	Address:		Street, Sacramento			City:	Sacramento	Zip: 95814	
d.	UTM: Zone:			mE/				mN (G.P.S.)	
e.	Other Location	onal Dat	a: Assessor's Pard	el Number (M	ap, Block, Lo	t): <u>0060</u>	0960040000		
*P3a.	Description:	(Describe	resource and its ma	jor elements. Ir	nclude design, i	materials, c	condition, alterations	, size, setting, and bounda	aries.)
the on t	north. Door oper the east and a br	nings are rick wall	e located in the bri	ck building wa rical equipmer	II. The hollow it is located o	sidewalk n the wes	segment terminat tend wall The ho	Is support the sidewalk es in a concrete block vollow sidewalk segment columns.	wall
*P3b.	. Resource Attr	ibutes:	(list attributes and c	odes) <u>HP3</u>	9. Other				
*P4.	Resources Pres	sent:]Building ⊠Stru	cture □Obje	ct □Site □	District	☐Element of Dis	trict □Other	
							P5b. Photo: (vie	w and data)	
	THE PARTY OF			Total Control		180		wand date) /alk, street retaining	
	1877	7.7						all looking northeast	
The same of	The same of the sa		The same				02/2009		
1.32	The second				5		*P6. Date Con Sources: ⊠H	structed/Age and	
305			C 10 22 1/110				1868	iotorio	
7		NA W S	ALT STATE	Maria Control of the			HEC, 2009.		
神色な	THE WORLD			30 1.386.2 35	To the same of		*P7. Owner ar	nd Addross:	
75		1 8			Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner,		Redevelopm		
	A PROPERTY OF THE PARTY OF THE				THE RESERVE		City of Sacra		
5.45	13000	T			THE RESERVE TO SERVE		630 I Street	04.05044	
	The Part of the Pa	1		0			Sacramento,	CA 95814	
Ent.	- AL - N						*P8. Recorded	d by:	
NI NI NI	SET OF				是一个			bull, Inc. (MEG)	
No. of Street, or other teams,		がで		E		The Party of	2401 C Stree		
	The state of the s						_Sacramento,	CA 95816	
		MIL	PRISE .	-			*P9. Date Rec	orded:	
		18	Service 1				05/25/2009		
		120	1				*P10. Survey		
							Reconnaissa	ince	
*Attac	chments: Chaeological Rectifact Record	None [cord [☐ Location Map	☐ Sketch Ma☐ Linear Fea	p 🛛 Contini	uation She	eet 🗌 Building, S	idewalks Survey Repoi tructure, and Object Re Rock Art Record	ecord
DPK 5	523A (1/95)							*Required inform	iation

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Γrinomial		

Page	2	of	2	*Resource Name or # (Assigned by recorder)	708 K Street	, Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 ☐ Continuation ☐ Update



Brick building wall below 708 K Street, looking southwest, showing door openings and concrete columns supporting the ceiling. (Page & Turnbull, 02/2009)



Looking west at electrical equipment located on west end wall (Page & Turnbull, 02/2009)

State of California — The Resource DEPARTMENT OF PARKS AND PRIMARY RECORD		Primary #_ HRI # Trinomial_ NBUB Sto		0.67	
	Other Listings	NRHP Star	tus Cod	e <u>62</u>	
	Review Code	_ Reviewer			Date
Page 1 of 2 *Resource n P1. Other Identifier:	ame(s) or number(assign	ed by recorder) 7	18 K Stre	eet, Hollow Sidew	valk
*P2. Location: ☐ Not for	or Publication ⊠Unrestri	cted *a. (County:	<u>Sacramento</u>	
and (P2b and P2c or P2d. Attach a					
	acramento East):L 0	Date: 1998	7: 05044
	et, Sacramento ml		ity: S	Sacramento	Zip: <u>95814</u>
d. UTM: Zone: e. Other Locational Data: A	.ssessor's Parcel Number		006000	260070000	mN (G.P.S.)
*P3a. Description: (Describe res					size setting and houndaries)
Hollow clay tile building walls sustand on a concrete foundation doors. The hollow sidewalk seg segment features a concrete flo	support the sidewalk on the ment terminates in poured or and a concrete slab cell	ne north. The buildin I concrete walls at i	ng wall is	s pierced by door	openings with flush metal
*P3b. Resource Attributes: (list *P4. Resources Present: ☐Bu	· —		istrict [TElement of Dist	rict DOthor
P4. Nesources Present.				P5b. Photo: (view Hollow sidewa and up at the 02/2009 *P6. Date Cons Sources: ⊠His 1868 HEC, 2009. *P7. Owner and 718 K Street, 1025 9 th Street Sacramento,	w and date) alk, looking north concrete capping structed/Age and storic d Address: LLC et, 205 CA 95814 by: bull, Inc. (MEG) t, Ste. B CA 95816 orded: Type:
	ocation Map	Map 🛛 Continuati	ion Shee	et 🗌 Building, St	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page	2	of	2	*Resource Name or # (Assigned by recorder)	718 K Street	, Hollow Sidewalk
------	---	----	---	--	--------------	-------------------

*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Electrical equipment along concrete block wall, looking north (Page & Turnbull, 02/2009)



Looking north through hollow clay tile building wall below 718 K Street into hollow sidewalk space (Page & Turnbull, 02/2009)

State of California — The Resour		Primary HRI #	/ #			
PRIMARY RECORD			Trinomial			
			Status Code 6Z			
	Other Listings Review Code	Reviewer		Date		
Page 1 of 2 *Resource na	me(s) or number(assigned	hy recorder)	724 K Street Holloy	w Sidewalk		
P1. Other Identifier:	inie(s) or number(assigned	by recorder)	724 K Street, Hollo	V Sidewaik		
*P2. Location: Not for	Publication Unrestrict	ed *a.	County: Sacrame	<u>ento</u>		
and (P2b and P2c or P2d. Attach a L	ocation Map as necessary.)					
*b. USGS 7.5' Quad: <u>Sa</u>	cramento East			1998		
	t, Sacramento		City: Sacramen			
d. UTM: Zone:	mE/			mN (G.P.S.)		
e. Other Locational Data: As *P3a. Description: (Describe reso	sessor's Parcel Number (I					
8th Street and features poured c street retaining walls on the east south end by a brick wall. The no Street building on the south,and building wall, creating a narrow of corbelling are visible on the brick	oncrete building walls that . This hollow sidewalk segonthern hollow sidewalk segonthern hollow sidewalk segonther hollow sidewalk segonther concrete block wall structure that is accessed by department of the case east end is enclosed by p	support the 72 ment is enclose gment parallels eet retaining woloor openings wity. The west	4 K Street building or ed at its north end by K Street. A brick bui all stands approximat with wood panel door end of the northern h	a poured concrete wall and at its lding wall supports the 724 K lely 6 inches north of the brick s. Some small openings and		
*P3b. Resource Attributes: (list a *P4. Resources Present: Buil	· -	239. Other	□ District □ Flement	of District Other		
Reconnaissance			*P8. Re Page 2401 *P9. Da 05/25	oto: (view and date) ern hollow sidewalk ent, looking southeast 09 Inter Constructed/Age and s: Alistoric 2009. Inter and Address: Inter and Ad		
*P11. Report Citation: (Cite survey *Attachments: None Lo Archaeological Record Di Artifact Record Photograph DPR 523A (1/95)	cation Map	ap 🛛 Contini	uation Sheet 🗌 Buil	ollow Sidewalks Survey Report ding, Structure, and Object Record ecord ☐Rock Art Record *Required information		

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page	2	of	2	*Resource Name or # (Assigned by recorder)	724 K Street, Hollow Sidewalk	

*Recorded by: Page & Turnbull *Date 05/25/2009 \(\square\$ Continuation \(\square\$ Update



Northern segment, concrete block wall visible through door opening in brick building wall below 724 K Street (Page & Turnbull, 02/2009)



Cavity between concrete block street retaining wall and brick building wall within northern sidewalk segment, looking southwest and up (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #_		
PRIMARY RECORD	Trinomial		
0411-1-4	NRHP Status	Code 6Z	
Other Listings Review Code	Reviewer		Date
Page 1 of 2 *Resource name(s) or number(ass P1. Other Identifier:	igned by recorder) 726 K	Street, Hollow Sidew	valk
*P2. Location: ☐ Not for Publication ☑Unres	stricted *a. Cou	ity: Sacramento	_
and (P2b and P2c or P2d. Attach a Location Map as necessar	ry.)		
*b. USGS 7.5' Quad: Sacramento East		Date: 1998	
*c. Address: 726 K Street, Sacramento	City:	Sacramento	Zip: <u>95814</u>
	mE/		_ mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Numb*P3a. Description: (Describe resource and its major elements)	· · · · · · · · · · · · · · · · · · ·		
sidewalk segment. The 726 K Street hollow sidewalk s support the 726 K Street building on the south; the sou because a second, concrete block wall parallels the bri sidewalk. Plywood covers what appear to be openings supported by brick butressed street retaining walls. The and west ends. The hollow sidewalk segment features	ith side of this wall is visiblick wall on its north side, it in the brick building wall. (e hollow sidewalk segment	e from within the build is not readily visible f On the north, the holld terminates in poured	ding's basement, but from within the hollow by sidewalk segment is I concrete walls at its east
*P3b. Resource Attributes: (list attributes and codes)	HP39. Other		
*P4. Resources Present: ☐Building ☐Structure ☐]Object □Site □Distric	t ☐Element of Distr	rict
		P5b. Photo: (view Hollow sidewa brick street re 02/2009	alk, looking north at
	7章—	*P6. Date Cons Sources: ⊠His 1868	structed/Age and storic
The second secon		HEC, 2009.	
	70 10 10 10 10 10 10 10 10 10 10 10 10 10	*P7. Owner and	
	(多數分)		tion Partners, LLC
		630 I Street Sacramento, 0	CA 05014
		*P8. Recorded	
A WASHINGTON TO THE		Page & Turnb	ull, Inc. (MEG)
		2401 C Street	
		Sacramento, (CA 95816
		*P9. Date Reco	orded:
A CONTRACTOR OF THE PARTY OF TH	· 大学大学	*P10. Survey	
		Reconnaissar	nce
*P11. Report Citation: (Cite survey report and other source *Attachments: None Location Map Skete Archaeological Record District Record Linea Artifact Record Photograph Record Other (list DPR 523A (1/95)	ch Map ⊠ Continuation S ar Feature Record □ Mil	sheet 🗌 Building, St	ructure, and Object Record

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#		
HRI#		
Trinomial		

Page 2 of 2

*Resource Name or # (Assigned by recorder) 726 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/25/2009

☐ Update



Brick building wall below 726 K Street and concrete block support wall, looking south (Page & Turnbull, 02/2009)



Elevator hatch, looking north and up (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial_
	NRHP Status Code 6Z
Other Listings	
Review Code Re	eviewer Date
Page 1 of 2 *Resource name(s) or number(assigned by r P1. Other Identifier: 1131 J Street, 924 K Street	recorder)
*P2. Location: ☐ Not for Publication ☐ Unrestricted	*a. County: Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.)	
*b. USGS 7.5' Quad: Sacramento East	Date: 1998
*c. Address: _730 K Street, Sacramento	City: Sacramento Zip: 95814
d. UTM: Zone: mE/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number (Map,	, Block, Lot): 00600960100000 de design, materials, condition, alterations, size, setting, and boundaries.)
	eet hollow sidewalk segment parallels 8 th Street and is not uilding wall supports the 730 K Street building on the west side of ing walls are located on the east. The brick building wall includes d window opening. The hollow sidewalk segment terminates in
*P3b. Resource Attributes: (list attributes and codes) HP39.	
*P4. Resources Present: Building Structure Object Reconnaissance	P5b. Photo: (view and date) Eastern hollow sidewalk segment, looking west at building wall 02/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1868 HEC, 2009. *P7. Owner and Address: Redevelopment Agency City of Sacramento 630 I Street Sacramento, CA 95814 *P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009 *P10. Survey Type:
	r "none") Raised Streets and Hollow Sidewalks Survey Report ☐ Continuation Sheet ☐ Building, Structure, and Object Record e Record ☐ Milling Station Record ☐ Rock Art Record *Required information

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUIATION SHEET

Primary#		
HRI#		
Trinomial		

Page <u>2</u> of <u>2</u>

*Resource Name or # (Assigned by recorder) 730 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/25/2009

□ Update



Eastern segment, brick building wall with arched window opening, looking west (Page & Turnbull, 02/2009)



Eastern segment, plywood end partition, looking north (Page & Turnbull, 02/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #	
PRIMARY RECORD	Trinomial	
Other Listings	NRHP Status (50de <u>6</u> 2
Review Code	Reviewer	Date
Page 1 of 2 *Resource name(s) or number(assign P1. Other Identifier:	ned by recorder) 801 K	Street, Hollow Sidewalk
*P2. Location: ☐ Not for Publication ☑Unrestri	icted *a. Cour	nty: Sacramento
and (P2b and P2c or P2d. Attach a Location Map as necessary.		·
*b. USGS 7.5' Quad: Sacramento East		Date: 1998
*c. Address: 801 K Street, Sacramento	City:	Sacramento Zip: 95814
d. UTM: Zone: m	E/	mN (G.P.S.)
e. Other Locational Data: Assessor's Parcel Number	(Map, Block, Lot): 006	600970130000
*P3a. Description: (Describe resource and its major elements. The vacant lot at 801 K Street is located on the northeast segments of hollow sidewalks; only the southern hollow swestern segment paralleling 8 th Street is sealed off. The sand storage spaces but is not currently utilized. Brick wallot, and poured concrete street retaining walls support the openings. Poured concrete and wood frame partition wall terminates in brick walls at its east and west ends. The howith sidewalk prism lights which allow light to enter the hole	t corner of the intersection idewalk segment, paralles southern hollow sidewalk is support the north edge south edge of the hollow sidewalk segment intollow sidewalk segment	on of 8 th and K streets and contains two eling K Street, was accessible for survey, as the c segment was converted to house bathrooms e of the hollow sidewalk, adjacent to the vacant w sidewalk. The brick walls include arched door o distinct rooms. The hollow sidewalk segment features a dirt floor and a concrete slab ceiling
` _	HP39. Other	t
		P5b. Photo: (view and date) Hollow sidewalk segment, looking southwest from vacant lot 02/2009 *P6. Date Constructed/Age and Sources: ⊠Historic 1868 HEC, 2009.
		*P7. Owner and Address:
		Redevelopment Agency
		City of Sacramento 630 I Street
当		Sacramento, CA 95814
		*P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B
		Sacramento, CA 95816
	MAS	*P9. Date Recorded: 05/25/2009 *P10. Survey Type: Reconnaissance
☐ Archaeological Record ☐ District Record ☐ Linear ☐ Artifact Record ☐ Photograph Record ☐ Other (list)	Map ⊠ Continuation S	Sheet ☐ Building, Structure, and Object Record ling Station Record ☐ Rock Art Record
DPR 523A (1/95)		*Required information

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Primary#		
HRI#		
Trinomial		

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*Resource Name or # (Assigned by recorder) 801 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull

*Date 05/25/2009

□ Continuation

☐ Update



Southern segment, sidewalk prism lights, looking south and up (Page & Turnbull, 02/2009)



Southern segment, brick end wall, looking west (Page & Turnbull, 02/2009)

State of California — The Resource DEPARTMENT OF PARKS AND RI		Primary HRI #_	#
PRIMARY RECORD		Trinomia	altatus Code 5D3
	Other Listings Review Code		
		Reviewer	Date
Page 1 of 2 *Resource name P1. Other Identifier:	ne(s) or number(assigned b	y recorder) _	831 K Street, Hollow Sidewalk
*P2. Location: ☐ Not for I	Publication Unrestricted	*a.	County: Sacramento
and (P2b and P2c or P2d. Attach a Lo			
	amento East		Date: 1998
*c. Address: <u>831 K Street,</u> d. UTM: Zone:	Sacramento mE/		City: <u>Sacramento</u> Zip: <u>95814</u> mN (G.P.S.)
e. Other Locational Data: Ass		n Block Lot)	
The building at 831 K Street is local segments of hollow sidewalks. The sidewalk segment parallels K Street building on the north, and butressed west end by a brick wall and on its eastern hollow sidewalk segment parallels. K Street building on the west west. The south end of the segment parallels are segment features a brick barrels.	ated on the northwest corne e 831 K Street hollow sidew et and features brick piers and by brick buttresse parallels 8 th Street. Granite side of the sidewalk, and a not terminates in a brick buttel vaulted ceiling. Both hollow elevator hatch that provide	er of the inters walk segments and hollow cla ls on the sout ed retaining w capped brick buttressed bri ressed retain ow sidewalk s	paterials, condition, alterations, size, setting, and boundaries.) section of 8 th and K Streets and contains two are not currently utilized. The southern hollow by tile building walls that support the 831 K Street h. This hollow sidewalk segment is enclosed at its wall. The segment features a concrete slab ceiling. The piers and hollow clay tile building walls support the ick street retaining wall supports the sidewalk on the ing wall and the north end is enclosed by brick wall. Segments feature concrete floors. The hollow sidewalk in street level, At street level, a granite curb is located
*P3b. Resource Attributes: (list att *P4. Resources Present: ☐Build		0. Other t	District
		ę	P5b. Photo: (view and date) Southern segment, looking north through brick piers into building basement 05/2009 *P6. Date Constructed/Age and
	CONT.		Sources: ⊠Historic 1869-1876
			HEC, 2009.
		18	*P7. Owner and Address: Hale Bros. Investment Company, LLC et al. 5046 Sunrise Boulevard Fair Oaks, CA 95628
			*P8. Recorded by: Page & Turnbull, Inc. (MEG) 2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/25/2009
*P10. Survey Type:			
Reconnaissance	_		
*Attachments: None Loc Archaeological Record Dist Artifact Record Photograph R	ation Map ☐ Sketch Map rict Record ☐ Linear Feat		aised Streets and Hollow Sidewalks Survey Report ation Sheet Building, Structure, and Object Record Milling Station Record Rock Art Record
DPR 523A (1/95)			*Required information

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Page 2	of	2	*Resource Name or # (Assigned by recorder)	831 K Street,	Hollow Sidewalk
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*Recorded by: Page & Turnbull *Date 05/25/2009 \boxtimes Continuation \square Update



Eastern segment, looking north (Page & Turnbull, 05/2009)



Eastern segment, detail of the brick barrel vaulted ceiling (Page & Turnbull, 05/2009)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # HRI # Trinomial NRHP Status Code 6Z
Other Listings Review Code Rev	viewer Date
Page 1 of 2 *Resource name(s) or number(assigned by red	corder) 1011-1013 K Street, Hollow Sidewalk
P1. Other Identifier: *P2. Location: ☐ Not for Publication ☑Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.) *b. USGS 7.5' Quad: Sacramento East *c. Address: 1101-1013 K Street, Sacramento d. UTM: Zone: mE/ e. Other Locational Data: Assessor's Parcel Number (Map, E *P3a. Description: (Describe resource and its major elements. Include The building at 1011-1013 K Street is located on the north side of partitioned segment of hollow sidewalks, which parallels K Street not utilized. The western_segment features a poured concrete wa and a brick and concrete butressed street retaining wall on the so west ends by poured concrete end walls. Within the eastern segment hollow sidewalk segments features are north and a brick butressed street retaining wall supports the terminate in brick end walls. Both hollow sidewalk segments features segment, but the elevator	e design, materials, condition, alterations, size, setting, and boundaries.) f K Street, between 10 th and 11 th streets, and contains one The hollow sidewalk segments below 1011-1013 K Street are all that supports the 1011-1013 K Street building on the north buth. This hollow sidewalk segment is enclosed at its east and ment, concrete piers support the 1011-1013 K Street building on sidewalk on the south. The east and west ends of this segment ure concrete flooring and a concrete slab ceiling. An elevator
*P4. Resources Present: Building Structure Object Object Divide	P5b. Photo: (view and date) Eastern segment, concrete building wall, looking northwest 04/2009 *P6. Date Constructed/Age and Sources: ⊠Historic ca. 1870 Lagomarsino, Barbara (1969). *P7. Owner and Address: Charles Kennan McClatchy et al. P.O. Box 13519 Arlington, TX *P8. Recorded by: Page & Turnbull, Inc. (MEG)
	2401 C Street, Ste. B Sacramento, CA 95816 *P9. Date Recorded: 05/21/2009 *P10. Survey Type: Reconnaissance *none") Raised Streets and Hollow Sidewalks Survey Report Continuation Sheet Building, Structure, and Object Record Record Milling Station Record Rock Art Record *Required information

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Page	2	of	2	*Resource Name or # (Assigned by recorder)	1011-1013 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/21/2009 \(\subseteq \text{Continuation} \subseteq \text{Update}



Eastern segment, looking southwest at buttressed brick street retaining wall. (Page & Turnbull, 04/2009)



Western segment, looking south at former elevator. (Page & Turnbull, 04/2009)

State of California — The Resou DEPARTMENT OF PARKS AND		Primary # HRI #		
PRIMARY RECORD	KLOKLATION	Trinomial		
		NRHP Status C	ode 5D3	
	Other Listings	D. 1		
	Review Code	Reviewer		Date
Page 1 of 2 *Resource na P1. Other Identifier:	ame(s) or number(assigned	by recorder) Raisec	Streets, Sacrament	10
*P2 . Location : ☐ Not fo	r Publication ⊠Unrestricte	ed *a. Coun	ty: Sacramento	
and (P2b and P2c or P2d. Attach a L	• • • • • • • • • • • • • • • • • • • •			
	cramento West and Sacran		Date : 1998	
		City:	Sacramento	Zip: <u>95814</u>
d. UTM: Zone:	mE/			mN (G.P.S.)
e. Other Locational Data: As *P3a. Description: (Describe reso	ssessor's Parcel Number (N	· · · · · · · · · · · · · · · · · · ·		
east, and L Street on the south we Sacramento, J and K streets are alleys dip to the original grade let the J/K Alley parallels J and K Streets appropriately and lessen as the streets appropriately	the highest raised streets. evel. In Old Sacramento, the treets. The points where the ach 10 th Street, where they alley dips to the east and w 9 th streets. The raised street	The raised streets are e Firehouse Alley runs e alleys dip are most p are nearly flat. Within est of the slope down	most visible where the perpendicular to J a ronounced at the weathe downtown grid, C from the park. The I/	the Firehouse and J/K nd K Streets; downtown, est end of J and K streets Caesar Chevez Park is a J and K/L allevs dip to the
*P3b. Resource Attributes: (list *P4. Resources Present: ☐Bui	· —			
			P5b. Photo: (view Firehouse Alle Streets, lookin 04/2009	ey between L and K
			* P6. Date Cons Sources: ⊠His 1864-1876	structed/Age and storic
			HEC, 2009.	
			*P7. Owner an	d Address:
			*P8. Recorded Page & Turnb	by: oull, Inc. (MEG)
			2401 C Street	
and the state of	NAME OF THE PARTY		Sacramento,	CA 95816
			*P9. Date Reco 05/25/2009 *P10. Survey	Туре:
			Necominaissal	
	ocation Map Sketch Maistrict Record Linear Fe	ap 🛛 Continuation S	heet 🗌 Building, St	ructure, and Object Record

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 *Resource Name or # (Assigned by recorder)
 708 K Street, Hollow Sidewalk

*Recorded by: Page & Turnbull *Date 05/25/2009 ⊠ Continuation □ Update



Alley dip, J/K Alley between 8th and 7th streets, looking west (Page & Turnbull, 05/2009)



Looking west at Caesar Chevez Park from the entrance to the J/K Alley on 10th Street (Page & Turnbull, 05/2009)

DISTRICT EVALUATION (D FORM)

	The Resources Agency	Primary #		
DISTRICT REC	RKS AND RECREATION	HRI # Trinomial		
Page ¹ of ¹⁵		*NRHP Status Code ⁵		
rage or _	*Resource Name or # (Assigned by recorder)	Raised Streets and Hollow Sidewalks Historic District		
D1. Historic Name	recordery	D2. Common Downtown Sacramento Name:		
*D3. Detailed Descriof district.):	iption (Discuss overall coherence of the distric	et, its setting, visual characteristics, and minor features. List all elements		
includes portions of in the area are pave	Old Sacramento and downtown Sacraed with asphalt. Sidewalks in Old Sacra	is located on the east side of the Sacramento River and mento, which are physically divided by Interstate 5. Streets mento are comprised of concrete surfaced with wood Sacramento are surfaced with concrete.		
Street, on the east to of Sacramento and An	by 13 th Street, and on the south by L St ed its streets by ten to fourteen feet bet	is bound on the west by Front Street, on the north by I reet. The area roughly represents the area in which the City ween 1863 and 1879 in response to chronic flooding of the J and K streets which historically and currently are main p. 2)		
*D4. Boundary Des	scription (Describe limits of district and attach	map showing boundary and district elements.):		
boundary represent	s the area in which the raised streets a	ts and Hollow Sidewalks Historic District. The District re visible and the hollow sidewalk segments remain. The the north, 13 th Street on the east, and L Street on the south.		
*D5. Boundary Jus	tification:			
The boundary of the Raised Streets and Hollow Sidewalks Survey was based upon the map entitled, <i>Hollow Sidewalk Evaluation Study</i> , which was produced by structural engineer David Okaskai as part of the 1982 structural engineering report prepared by Barrish, Aldrich and Schroeter in which remaining raised streets and hollow sidewalks were studied. Maps depicting the streets raised as part of the 1863 and 1879 city project are conflicting; according to the 1982 Barrish, Aldrich and Schroeter report, 151 hollow sidewalk segments remained in Sacramento in 1982. Page & Turnbull's architectural survey of the Raised Streets and Hollow Sidewalks was based on the boundary of the 1982 report. Verifying the extent of the raised area downtown was not part of the scope. While it is likely that the raised downtown extends beyond the boundaries of the project area, additional research is necessary to determine the outermost boundaries of the raised area.				
	ficance 1863-1876	Area Downtown Sacramento, CA Applicable Criteria N/A as defined by theme, period of significance, and geographic scope. Also		
National Register Criteria: The Raised Streets and Hollow Sidewalks Historic District is significant under National Register Criterion C (represents an important engineering feat in Sacramento). The District represents both an engineering feat and early measure of flood control. Flood control projects were pursued by the federal, state, and county governments; the City of Sacramento responded the chronic flooding of the Sacramento and American rivers by raising its downtown. (continued, p. X) *D7. References (Give full citations including the names and addresses of any informants, where possible.): See p. 14.				
*D8. Evaluator:	Meg Glynn	Date: July 2009		
Affiliation and Addres				
	2401 C Street, Ste. B Sacramento	, CA 95811		

State of California & The Res DEPARTMENT OF PARKS AN CONTINUATION S	ID RECREATION	Primary# HRI # Trinomial	
Page 2 of 15	*Resource Name or # (Assigned by	v recorder)	Raised Streets & Hollow Sidewalks Historic District

Page	2	of	15	*Resource Name or	# (Assign	ned by recorder)	Raised St	treets & Hollov	v Sidewalks Historic District
*Reco	rded	by:	Meg Glyni	n, Page & Turnbull	*Date	July 2009	× c	Continuation	Update

The District features a street grid with streets running east-west labeled with letters, and those running north-south labeled with numbers. City blocks in Old Sacramento are divided by alleys which run from north to south; downtown, city blocks are bisected by east-west alleys. The streets are roughly graded to the same elevation, but the alleys dip between the streets. The District includes three parks: the Old Sacramento State Historic Park, which is located between Front Street and Firehouse Alley and I and J streets; the Rosa Lima Park on the northeast corner of the intersection of 7th and K streets; and the City Plaza Park or Cesar Chavez Park which is located between 9th and 10th street and I and J streets.

Character-Defining Features

The Raised Streets and Hollow Sidewalks District is comprised of two main features: the raised streets, which are visible from grade and the hollow sidewalks, which are located below grade. The raised streets are the backbone of the district; they are the most visible feature of the district and it was the construction of the raised streets that resulted in the construction of the hollow sidewalks.

Raised Streets/Alley Dips

The raised streets are visible from the alleys downtown, which were not raised, but remained at the original grade level. In Old Sacramento, the raised streets are visible from the Firehouse Alley, which runs north-south through the city blocks; downtown, the J/K Alley, which runs east-west through the city blocks most clearly dips from the raised streets to the original grade. To a lesser extent, the I/J and K/L alleys also dip from the level of the elevated streets to Sacramento's original grade. The dip from the raised streets to the basement level of the buildings facilitated the delivery of goods and accommodated small stables and sheds. The combination of the raised streets and the new sewer system greatly improved drainage in the area. The alleys were of secondary importance; even if these lower points flooded, activity could continue on the raised streets in the city.

The raised streets, which are most visible from the alley dips, define the Raised Streets and Hollow Sidewalks Historic District; where the streets were raised, the buildings were raised, and hollow sidewalks were constructed. Therefore, the raised streets, which both define the project area boundaries and are the most visible from the street-level, are the most important feature of the District and represent its organizational system. The hollow sidewalks, their character-defining features, and the surface-level features of the streets and sidewalks are contributing features within the District.

Hollow Sidewalks: Character-Defining Features

The hollow sidewalks were comprised of six surfaces: the street retaining wall, the building wall, two end walls that partition the hollow sidewalk spaces, the ceiling, and the floor. Because of the utilitarian manner in which the sidewalks were constructed, the hollow sidewalk spaces contain few unique or distinguished characteristics; however, seven character-defining features were identified. Features include: the street retaining walls; brick piers and/or a brick wall below the building wall; thresholds, granite stairs, or other details; brick barrel vaults; end walls; water tanks; and, on the surface level, sidewalk lights, elevator doors, starred manhole covers, and/or granite curbs.

Street Retaining Walls

The street retaining walls are character-defining features because they reveal that the hollow sidewalks resulted from the raising of the streets—which was accomplished by pouring fill between retaining walls lining the street. The brick buttressed walls were typically thicker at the bottom and narrower at the top and buttresses supported the wall every four to six feet. To further strengthen the walls, some featured a slightly concave curve between each buttress.

Forty (40) hollow sidewalk segments contain brick buttressed street retaining walls. The hollow sidewalk segments at 1000 2nd Street feature street retaining walls that stand on raised, corbelled bases and the hollow sidewalk segment at 715 Merchant Street features brick street retaining walls with corbelled piers. Most frequently, however, street retaining

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parallel the origin	nal wall and block it's visibility fro	om the interior of the l	th concrete or reinforced with new walls which hollow sidewalk space. The buttressed street 0.2 nd Street and 127 K Street, the street brick

Brick Piers and Walls below the Building

buttressed street retaining walls have been covered or replaced.

The brick system supporting the building wall also contributes to the character of the hollow sidewalk space. Buildings which were raised tend to be supported by brick piers or solid brick walls, while buildings to which stories were added retained the original first story facade at the basement level. Brick piers range from simple, rectangular or square shaped, utilitarian supports to narrow, engaged piers with corbelled bases. Some brick piers with corbelled brackets may have supported iron I-beams or wood beams spanning the hollow sidewalk space and supporting the sidewalk above. Buildings featuring the original building wall within the hollow sidewalk space typically featured door and/or window openings, including openings that may have been infilled when stories were added to the building. Window and door openings sometimes include wood or granite thresholds and/or metal covers that may have been installed to safeguard against fire.

Seven (7) hollow sidewalk segments contain brick piers which support the building wall. Most piers lack ornamentation; however, the piers in the hollow sidewalks space at 900 J Street feature piers with corbelled bases and 1131 J Street contains a brick wall with engaged-piers on corbelled bases. There hollow sidewalk segments at 1012 J Street are supported by piers with corbelled brackets. The hollow sidewalk at 831 K Street featured granite-capped brick piers.

Original Facade below the Building

Thirty-seven (37) original facades were recorded in the Raised Streets and Hollow Sidewalk District. Approximately half of these were unadorned, but eighteen (18) featured door and window openings. Some of the door and window openings, such as those at 111-113 K Street and 114 J Street, were infilled with brick. The best examples of the original building facades were located at 1000 2nd Street, 729-731 J Street, and 918 J Street, which contained clearly articulated openings with thresholds.

Ceiling Systems

Two types of structural systems were used to span between the street retaining wall and the building and support the sidewalk above: a wood post and beam system, and a brick barrel vault system. The post and beam system was supported by the street retaining wall and by framework in or paralleling the building wall. Beams spanning the hollow sidewalk space were covered with wood planks and topped with brick or cement, which was the sidewalk surface. The hollow sidewalk at 918 J Street is the only example of this structural system that was surveyed. The brick barrel vault system is comprised of shallow, arched brick vaults between iron I-beams which were spaced four to six feet apart and were supported by the street retaining walls and brick building walls or wood posts. Wood planks or cement above the vaults formed the sidewalk surface. Tie rods were located at the base of each arch to hold the sides together with tension. Only one (1) property surveyed featured the brick barrels vault system: 831 K Street. City photographs and previous surveys reveal that hollow sidewalk segments at 705 K Street and 1020 J Street also contained brick barrel vaults. Most sidewalk spaces that were surveyed featured retrofitted ceiling systems that incorporate concrete or steel I-beams as reinforcement.

End Walls

When the raised streets and sidewalks were first constructed, the hollow sidewalk segments were continuous, spanning the length of entire blocks; however, over time, the spaces were divided by partition walls or end walls that property owners constructed at the lot lines to secure the spaces from occupation or theft. End walls in the sidewalk segments surveyed were comprised of brick, concrete block, and poured concrete. Only one property, at 707 J Street,

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*Recorded by:	Meg Glynn, Page & Turnbull *Date July	2009 Continuation Update

contained end walls comprised of corrugated metal.

Water Tanks

In some of the hollow sidewalk segments, notably, those located at the corners of blocks, there were cylindrical, brick water tanks, which likely held water in case of fire. Two corner properties—1125 9th Street and 729-731 J Street—contain brick water tanks. The tanks at 1125 9th Street are parged with concrete.

Sidewalk Lights, Elevators, Starred Manhole Covers

Finally, at the street level, many hollow sidewalks contained sidewalk lights, metal elevator doors, starred manhole covers, and/or granite curbs. Sidewalk lights were comprised of glass block prisms, which, although opaque in appearance on the surface, angled into the hollow sidewalk space below. The prism lights in Sacramento's hollow sidewalks were manufactured in Chicago, Illinois. Good examples of sidewalk lights are located in the hollow sidewalk segments at 927-931 J Street, 801 K Street, and 1015 7th Street. Metal elevator doors, installed flush in the surface of the sidewalk, allowed access to the hollow sidewalk space from the street level so that goods could be easily transferred into the building's basement. The property at 1000 J Street retains its elevator and access doors. It is not known when the manhole covers were installed in the sidewalks, but they appear to be steel and area adorned with a distinctive starred design. They were likely installed as an early measure to access the water and sewer systems. Starred manhole covers are present at 910 J Street, 801 K Street, 1030 J Street, and 923 7th Street. Some hollow sidewalk segments feature granite curbing. Granite curbs most frequently appear at the junctions of alleys and streets. It is likely that the granite curbs were installed when the streets were raised. It is also likely that the granite was transported from Folsom via the Sacramento Valley Railroad because granite from Folsom was utilized in the construction of the State Capitol building in Sacramento as well. Granite curbs were noted at the southeast corners of 9th and J streets and 7th and J streets. They were also recorded to either side of the J/K Alley at its intersection with 10th Street. Finally, the hollow sidewalk segment at 725 J Street features granite stairs leading from the street into the hollow sidewalk space.

Integrity

The character-defining features of each hollow sidewalk segment were noted and the integrity of the segment was ranked. The hollow sidewalk segments are significant as products of the City of Sacramento's effort to raise the streets between 1863 and 1879; therefore, California Historical Resources Status Codes (CHRS Code) were assigned to each segment based on its level of integrity, or ability to convey that significance. Only those segments with the Highest or Above Average integrity levels were assigned status codes of 5D3, indicating that the resource appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation. Hollow sidewalk segments identified with Average or Low Integrity were assigned status CHRS status codes of 6Z: they were found ineligible for the National Register, California Register, or for local designation through survey evaluation.

Contributing Features

The level of Highest Integrity was assigned to the seven (7) hollow sidewalk segments that best convey how the streets, buildings and sidewalks were raised. These segments are typically supported by brick, buttressed retaining walls and brick building walls and contain an exceptional level of detail in the brick building wall, including door and window openings and lintels and thresholds.

One sidewalk segment retained the brick barrel vaulted ceiling system. The segments might also feature street level features, such as sidewalk lights, elevators, starred manhole covers, and granite curbs.

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*Recorded	by:	Meg Gl	lynn, Page & Tu	rnbull *Date	July 2009	Continuation	Update
*Recorded	by:	Meg Gl	lynn, Page & Tu	rnbull *Date	e July 2009	Continuation	Update
*Recorded	by:	Meg Gl	lynn, Page & Tu	rnbull *Date	July 2009	Continuation	Update
*Recorded	bv:	Mea Gl	Ivnn, Page & Tu	ırnbull * Dat e	e July 2009	Continuation	Undate
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Highest Integrity				
No. of	APN	Street No.	Street Name	CHRS Code
Segments				
1	00601010100000	918	J St.	5D3
2	00600970120000	831	K St.	5D3
2	00600340080000	729-731	J St.	5D3
2	00600710220000	1000	2 nd St.	5D3

A ranking of Above Average Integrity was assigned to the seventeen (17) hollow sidewalk segments that retain enough character-defining features to convey that the streets, buildings, and sidewalks were raised. These segments generally retain the brick, buttressed street retaining wall and/or the brick building wall or piers, but these features may have been modified. Additionally, hollow sidewalk segments with Above Average Integrity may contain fewer or altered building wall features such as door and window openings that have been infilled or covered with metal, fire-proofing panels. Sidewalk lights, elevator doors and manhole covers may be sealed—visible only from below or above the hollow sidewalk. The hollow sidewalk space may contain character-defining features, but the integrity of these features may be lower than those in the hollow sidewalk segments in the Highest Integrity category.

Above Average Integrity				
No. of Segments	APN	Street #	Street Name	CHRS Code
1	00601010070000	910	J St.	5D3
1	00601010060000	908	J St.	5D3
2	00601010030000	900	J St.	5D3
1	00600940040000	715	Merchant St.	5D3
1	00600960040000	708	K St.	5D3
1	00600340140000	707	J St.	5D3
1	00600120290000	123	J St.	5D3
1	00600710450000	122	J St.	5D3
1	00600120310000	117	J St.	5D3
1	00600710560000	115-119	K St.	5D3
1	00600710330000	114	J St.	5D3
1	00600710560000	111-113	K St.	5D3
2	00600710550000	1028	2 nd St.	5D3
1	00601030190000	1012	J St.	5D3
1	00600730400000	1009	2 nd St.	5D3

Non-Contributing Features

Twenty-three (23) hollow sidewalk segments were assigned ratings of Average Integrity. These segments retain some character-defining features but these features do not adequately convey that the streets and buildings were raised. The segments generally retain either the brick, buttressed retaining wall or brick wall/piers below the building; the hollow sidewalk is generally supported by at least one wall that has been significantly altered or removed.

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Segments of Average Integrity may retain some other character-defining features such as openings in the building wall or sidewalk lights, but these have generally been modified—infilled or covered.

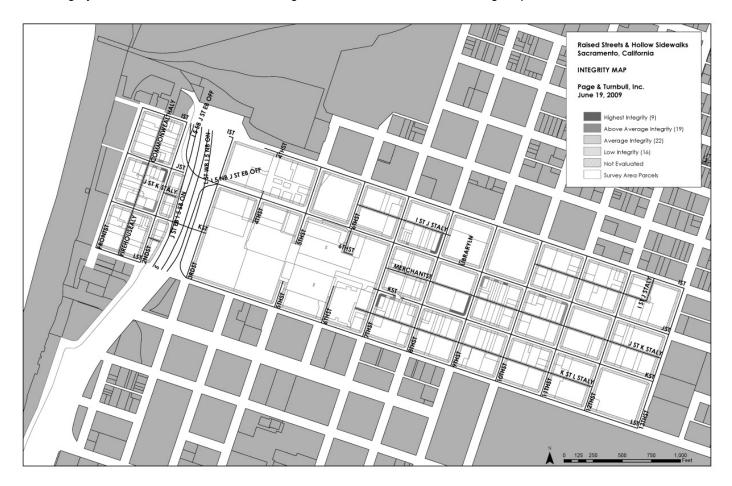
Average Integ	Average Integrity				
No. of	APN	Street #	Street Name	CHRS Code	
Segments					
2	00600970130000	801	K St.	6Z	
1	00600960100000	730	K St.	6Z	
1	00600960090000	726	K St.	6Z	
2	00600960080000	724	K St.	6Z	
2	00600320120000	629	J St.	6Z	
1	00600710270000	128	J St.	6Z	
2	00601020160000	1125	9 th St.	6Z	
2	00600720480000	116	K St.	6Z	
2	00600720250000	1121	Front St.	6Z	
1	00600730450000	1023	2 nd St.	6Z	
2	00600710350000	1013	Front St.	6Z	
1	00601030110000	1011-1013	K St.	6Z	
2	00600910010000	1007	6 th St.	6Z	
2	00601030020000	1000	J St.	6Z	

Thirteen (13) hollow sidewalk segments were assigned a level of Low Integrity and do not retain enough character-defining features to convey that the streets and buildings were raised. The building wall/piers in these segments has in many cases been completely removed and the brick buttressed street retaining wall has been removed or covered. The segments remain hollow but all character-defining features may be absent. In many cases, the hollow sidewalk segment has been finished with plaster or outfitted as an extension of the building's basement level.

Low Integrity	Low Integrity				
No. of	APN	Street #	Street Name	CHRS Code	
Segments					
1	00600120210000	910	2 nd St.	6Z	
1	00600340100000	725	J St.	6Z	
1	00600960070000	718	K St.	6Z	
2	00600960030000	704	K St.	6Z	
1	00600720320000	126	K St.	6Z	
1	00601110030000	1208	J St.	6Z	
1	00600470090000	924	12 th St.	6Z	
1	00600730470000	1021	2 nd St.	6Z	
1	00601010150000	1016-1020	10 th St.	6Z	
2	00600940010000	1015	7 th St.	6Z	
1	00601110020000	1005	12 th St.	6Z	

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The integrity levels of each hollow sidewalk segment are identified in the following map.



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D4. Boundary De	scription		
			Raised Streets & Hollow Sidewalks Sacramento, California PROJECT AREA MAP Page & Turnbull, Inc.

D6. Significance (continued)

The raised streets and hollow sidewalks in Sacramento represent the City's response to chronic flooding of the downtown. This effort is particularly significant in the context of the flood control measures that the federal and state governments took contemporaneously. The U.S. Army Corps of Engineers re-directed the American River and removed mining debris to increase its flow and both the state and county governments pursued the construction of levy systems, while the city government pursued the raised streets project downtown. The project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system. Politics in the City of Sacramento reflect its willingness to accommodate entrepreneurship.

Sacramento is not the first or only city to raise its streets. Chicago, which began to raise its streets in 1856, may have been the first to improve its infrastructure on the same scale. The raised streets program in Chicago is most similar to Sacramento's project: streets were raised using dirt fill from the river, buildings were raised to meet the new grade, and hollow sidewalks were constructed between the streets and buildings.

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In Seattle, the effort to raise the streets and sidewalks was spurred by chronic flooding, as it was in Sacramento. The Seattle Fire of 1879 served as the catalyst for the project. Unlike the infrastructure projects in Chicago and Sacramento, however, buildings constructed below the grade of the raised streets resulted when overzealous builders constructed structures immediately after the fire, before the raised street project was completed. Like Sacramento, the federal and state governments simultaneously pursued flood control efforts in Seattle, including damming of the Duwamish River and filling parts of the bay. The resulting streetscapes in Chicago, Sacramento, and Seattle are very similar.

The period of significance for the Raised Streets and Hollow Sidewalks Historic District is from 1863-1879 and covers the period when the streets and buildings were raised and the hollow sidewalks were constructed. Raising the streets was one very specific flood control measure in a series of programs and projects pursued to prevent chronic flooding of the Sacramento Valley. The program was not expanded over time to other parts of the City, nor were the streets and sidewalks universally reinforced or updated at another time; thus the date range of its original implementation best represents its period of significance.

THE ESTABLISHMENT OF SACRAMENTO

John Sutter established the town of New Helvetia, the first permanent Euro-American settlement in the Sacramento Valley near the banks of the American River in 1839. Sutter constructed Sutter's Fort between 1842 and 1844 on a high point above the confluence of the American and Sacramento rivers. Sutter owned more than 150,000 acres in the Central Valley. He ran a menagerie of enterprises, employing blacksmiths, carpenters, tanners, gunsmiths, vaqueros, farmers, gardeners, weavers, hunters, sawyers, sheep-herders, trappers, and later flour millwrights and a distiller. Sutter began establishing the city of Sutterville on a bluff adjacent the Sacramento River but John Marshall's discovery of gold at Sutter's sawmill in Coloma in 1848, disrupted his plans. An international Gold Rush ensued and overnight, the embarcadero at the confluence of the Sacramento and American rivers transformed into a major port where speculators disembarked on their way to mines north of the area. The port became known as Sacramento and despite seasonal flooding, the town's proximity to the river caused it to quickly surpass Sutter's Fort and Sutter's planned community at Sutterville in population.

Sacramento grew dramatically and some buildings were erected in the course of a single week. Merchants changed their locations monthly to best position themselves to sell their merchandise to the arriving speculators. Business sold a variety of goods including tools, hardware, machinery, raw materials, clothing, and food. Stables, feed stores, leather stores, and blacksmiths were also located on major thoroughfares, like J Street, which led east in the direction of the gold mines. Whole wagon trains bound for the gold fields to the north were outfitted from stores along J Street.

At John Sutter Jr.'s request, Captain William H. Warner and his assistant, Lt. William Tecumseh Sherman, surveyed the City of Sacramento and laid a street grid in 1848. Streets running north-south were labeled with numbers, while those running east-west were labeled with letters. An alley running east-west bisected each city block, which contained a total of eight 80' by 160' lots. The exception to this pattern was a strip of larger blocks between 12th and 13th Streets, which held ten 80' by 160' lots. The terrain increased in elevation as it moved west, away from the river, but the land was somewhat bowl-shaped, with the area between I and L streets lower than that to the north and south. With a street grid platted and development of the town in full swing, the California State Legislature officially recognized Sacramento's City Charter in 1850.

J Street served as a major thoroughfare leading from the Sacramento River to 12th Street, where routes branched north and east to the gold mines beyond the city. From the intersection of 12th and J streets, wagons either continued east to Hangtown (Placerville) and Coloma, or turned north toward Auburn and Marysville. Because J and K streets were the most heavily trafficked, businesses were first constructed on the city blocks lining these streets.

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Samuel Hensley and Pierson B. Reading constructed the first frame building in Sacramento at the intersection of Front and I streets. Shortly thereafter, merchant Samuel Brannan erected a frame store at Front and J streets. By 1850, the port of Sacramento was receiving two passenger ships a day. In 1852, Sacramento had a population of approximately 12,000. In response to devastating fires in 1849 and 1852, the City passed an ordinance in 1855 which mandated the construction of brick buildings in the business district. By 1856, the city had approximately 500 brick and 2,000 frame buildings. Sanborn maps from 1895 show that buildings in the business district generally ranged from one to three stories in height.

Incentive to Raise the Streets: the State Capitol and the Railroad

Sacramento's early economy was fueled by capital investment and the city's initial industry relied upon commerce. To ensure the security of their investments, businessmen encouraged the establishment of local government. Congress approved the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American war and made California a territory of the United States. Subsequently, in 1850, California was admitted as a free state to the Union. The Gold Rush had necessitated a stable government in Sacramento before that time, however, and in 1849, merchants created a simple government for Sacramento County which consisted of a sheriff and an *alcalde* (mayor). In August of that year, a territory-wide election was held to determine the members of Sacramento's first city council and elect the city's first mayor, Hardin Bigelow.

Sacramento served as the temporary State Capital in 1852, but it was in 1854 that the Senator Amos Parnall Catlin introduced a bill to permanently locate the State Capital in Sacramento. At the time, Sacramento had a new courthouse and offered the block bounded by I and J streets and 9th and 10th streets for the construction of a new state capitol building. Sacramento was attractive to legislators because of its lodging and transportation amenities—the city featured fifty-five hotels, plank roads, fourteen stages, and twenty-eight river steamers in 1854. Although the cities of San Francisco, Oakland, and San Jose competed to serve as the capital, and the floods of 1861-1862 delayed construction in Sacramento, work on the capitol building designed by Miner Frederick Butler began in June of 1863. The capitol would stand on state land bounded by L and N streets and 10th and 12th streets.

Shortly after the City of Sacramento became the state capital, the Sacramento Valley Railroad, one of the first railroads west of the Mississippi, opened in February 1856. The rail line ran twenty-two miles from the Sacramento Valley Railroad depot in Sacramento to Folsom, operating freight and passenger trains. The trains were instrumental in the transport of people and goods from Sacramento to Folsom, where stages and wagons provided transportation to the mines further north. In 1861, Sacramento merchants and entrepreneurs Leland Standford, Charles Crocker, Collis Huntington, and Mark Hopkins incorporated the Central Pacific Railroad. The first transcontinental railroad, the Central Pacific broke ground in Sacramento on January 8th, 1893.

The History of Flooding in Sacramento

Established at the confluence of the American and Sacramento rivers, the City of Sacramento was close to transportation and commerce on the river, but was also subject to natural and man-made flooding. The Sacramento Valley flooded each winter and spring due to the combination of rain and melted snow pack from the Cascade Mountain Range and Sierra Nevadas. Hydraulic mining along the river north of Sacramento eroded hillsides and deposited debris in the river which disrupted its natural flow and contributed to the frequency and severity of its flooding.

Shortly after Sacramento became a City, efforts were taken to protect it from flooding. Under Mayor Hardin Bigelow, the City of Sacramento and citizens jointly constructed Sacramento's first levee. The levee paralleled Front Street and the Sacramento River on the west and paralleled the American River on the north from Sacramento to Brighton. When this levee failed in the flood of March 1852, larger levees were constructed, including one south of the city on R Street.

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At this time, the U.S. Army Corps of Engineers began to study the flooding of the Sacramento and American rivers. The 1824 *Gibbons v. Ogden* U.S. Supreme Court case ruled that because the federal government had the power to regulate commerce, it also had a responsibility to maintain the navigability of the country's waterways to ensure that they remained unobstructed for the operation of domestic and foreign commerce. The U.S. Army Corps of Engineers' navigational studies and monitoring of the Sacramento River in 1855 fulfilled this federal obligation.

*Date

Despite these initial efforts at flood control, when the rivers rose in 1861-1862, the city flooded again. This time, the city was under water for three months because the levees prevented it from draining.

RAISING SACRAMENTO'S STREETS

Meg Glynn, Page & Turnbull

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In 1853, the Mayor and Common Council first discussed the possibility of leveling and raising the city streets by approximately four feet in areas of lower elevation to prevent flooding. Although there were mixed reactions to the plan, the process began that year. I, J, K, and L streets were raised. J, K, and L streets were raised from Front Street on the west to 9th Street on the east. I Street was similarly graded from Front Street on the west to 6th Street on the east. Redwood crosswalks were constructed between Front and 8th streets. It was an expensive process, but the City wished to maintain its status as the state capital and continue attracting development.

The winter of 1861-1862 brought the most destructive floods ever experienced in the City of Sacramento and spurred the federal, state, county and city governments to develop flood control measures in the Sacramento Valley. The U.S. Army Corps of Engineers undertook a project between 1864 and 1868 to redirect the American River and dredge it of mining debris. By straightening a curve in the American River and joining the American and Sacramento rivers approximately one mile above their original juncture, the Corps increased the flow of the river and decreased its likelihood of flooding. Dirt from the re-routing of the American River was used as fill for the City's raised streets. Although unsuccessful, the California State Legislature attempted to coordinate levee building at the state and local levels at this time.

The County, which served as the governing body for both the City and County between 1858 and 1862 wanted to raise the levees around the city in response to the continued flooding, but the city wanted to raise the grade of the streets downtown. In 1863, The Board of Supervisors passed the Hite Ordinance, [#151], named after the Supervisor that introduced it, which superseded previous ordinances and established a standard to elevate streets by eight to fourteen feet. Shortly thereafter, the County and City governments split into separate governing entities.

Between 1864 and 1868, the City of Sacramento raised the streets of its downtown by as much as fourteen feet to prevent flood waters from entering the low-lying downtown. Property owners were required to raise or add a story to their buildings in order meet the new level of the streets. In addition, property owners were responsible for building sidewalks that would bridge the gap between their buildings and the raised streets. Raising the streets increased downtown property values by fifty to sixty percent, because the public gained confidence in the security and prosperity of the downtown.

In 1864, the Board of Trustees authorized proposals to fill Front Street south of I Street to high grade. Since this work occurred adjacent to the railroad tracks, the Central Pacific may have encouraged property owners along Front Street to request high grading since it widened the track area and provide extra room for railroad operations. It was the regrading of Front Street that served as a catalyst for downtown owners to elevate the rest of the city to the high grade level specified in the City's ordinance. The City's new elevation was to be level with the top of a hill where City Plaza (Cesar Chavez Park) was located.

To contain the dirt fill, each property owner constructed a retaining wall along the edge of the street in front of his

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property.

To strengthen the retaining wall and keep it from collapsing toward the building, brick bulwarks or buttresses, thicker at the bottom and tapering toward the top, were installed against the wall at intervals ranging from four to six feet. Many of the brick walls themselves also angled slightly toward the street to add additional strength.

Although most builders of the bulwarks and street retaining walls were private contractors who responded to requests for bids published by the City, local prisoners were an additional source of labor. The Street Commissioner was the designated Superintendent of the chain gangs and had the authority to order sentenced prisoners to work on streets, alleys, and other places as directed. The number of contractors who submitted bids to construct the street retaining walls increased from two in 1864 to ten in 1865, and there was strong demand for more bricklayers and laborers.

As the streets were raised, sewers and water lines were also installed. Lines, made of brick or wood, were three to five feet in diameter and were egg-shaped. Some corner properties contained brick, cylindrical cistern-like structures underground that may have served as water reservoirs in case of fire.

FLOOD CONTROL AFTER THE RAISED STREETS PROJECT

By the time that the City had completed its project of raising the streets downtown, Governor William Irwin had created the Office of the State Engineer to investigate irrigation, drainage, and navigation of the state's rivers. In 1880, State Engineer William Hammond Hall created the first integrated, comprehensive flood control plan for the Sacramento Valley which consisted of a system of levees, weirs, and bypass channels to protect urban centers. The flood control plan was largely prompted by a flood of the Sacramento Valley in 1878, but did not gain federal financial authorization until 1917 when Congress authorized the Sacramento Flood Control System.

CONDITION OF THE RAISED STREETS AND HOLLOW SIDEWALKS

In the 1970s, many of the raised streets and hollow sidewalks were demolished. Interstate 5 was constructed between 2nd and 3rd streets, bisecting Sacramento's downtown and obliterating the existing street grid, including the associated sidewalk segments. In 1971, the Hahn Company developed a shopping mall along the K-Street corridor. Purchased by Westfield in 1998, the Westfield Downtown Plaza is roughly bound by 3rd Street on the west, J Street on the north, 7th Street on the east, and L Street on the south. Here the hollow sidewalks were also demolished for the construction of the mall.

In response a report written by Barrish, Aldrich and Schroeter structural engineers in 1982 in which the poor condition of the raised streets and hollow sidewalks was reported, the City required property owners to strengthen the most severely deteriorated hollow sidewalk structural systems. Repairs often necessitated the replacement of the original structural system. Many original brick barrel vaults were removed or covered at this time and sidewalk elevators and sidewalk lights were filled.

OTHER "RAISED" CITIES

Although unusual, Sacramento is not the first or only city to raise its streets in response to chronic flooding. In addition to those cities highlighted below, streets were raised on a smaller scale in: East St. Louis, Illinois; Ellinwood, Kansas; Leavenworth, Kansas; and Eureka Springs, Arizona.

Chicago, Illinois (1856)

In mid-19th-Century Chicago, drainage was so poor that the streets remained muddy and transportation across the city was dangerous and time consuming. In 1852, a drainage commission was formed to improve the City's infrastructure. An engineer from Boston, Ellis S. Chesbrough solicited to head Chicago's new Board of Sewerage Commissioners and design an underground sewer system. Between 1855 and 1856, the city council adopted resolutions to raise

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the grade of the city streets by four to fourteen feet to ensure proper drainage. Over the next twenty years, the streets were re-graded with mud and sand from the Chicago River bed and buildings were raised with jacks to meet the new street level. The City of Chicago was in charge of raising the streets and constructing hollow sidewalks to meet the new grade level; however, as in the City of Sacramento, individual property owners were responsible for raising their buildings to meet the streets and sidewalks. Not all buildings were raised—some remain below grade level—but larger buildings, particularly ones of brick construction, were raised with jacks. George M. Pullman, who later produced the Pullman sleeping car, initially made his fame raising buildings in Chicago. In 2001, nearly 2,000 hollow sidewalk segments remained in Chicago; however, the City has an Emergency Vaulted Sidewalk program to fill severely

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Seattle, Washington (1890)

deteriorated hollow sidewalk segments.

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Located in western Washington on hilly land between Puget Sound and Lake Washington, the Seattle area was established in the 1850s. Although located on a natural harbor, which would become a principal port, the City was prone to seasonal flooding from melting snow pack in the Cascade Mountains. Shoreline development was also threatened by tidal flows which could cause Lake Washington to overflow. To combat flooding, the Duwamish River was straightened and channelized and tributaries were diverted. The U.S. Army Corps of Engineers constructed the Hiram Chittenden Locks in 1917 to facilitate boat navigation and to control the water levels of Lake Union and Lake Washington, the water level of which was subsequently lowered ten to twenty feet. Additionally, the Seattle General Construction Company filled the tidal lands with 24 million cubic yards of silt from the surrounding hills.

A movement began in 1876 to raise the streets of Seattle to protect it from flooding, but it did not occur on a large scale until the Seattle Fire of 1889. On June 6, 1889, fire destroyed 64 acres of Seattle's central business district. As devastating as the fire was, it presented residents with the opportunity to undertake extensive infrastructure improvements including widened and re-graded streets, reconstructed wharves, and municipal water works. The City also mandated new construction to be of brick or steel. It was at this time that the streets in Seattle were raised by ten to thirty-two feet. The Seattle General Construction Company constructed street retaining walls of quarry stone or logs on either side of the roads and filled them with silt from the surrounding hills.

After the Seattle Fire of 1889, the city laid down reconstruction rules for the area but did not specify that new construction be built at the new grade level. Aggressive owners began to build at the original grade and within two weeks after the fire 138 buildings were under construction or completed, but sat partially below the new street level. Wooden sidewalks spanned from the raised streets to the second or even third floors of the buildings. Within two years of the fire, 3,500 buildings had been constructed in Seattle, many designed by architects. By 1897, this Pioneer Square area of the city had become a hub of great hotels, restaurants, and stores – the business, and commercial center of the Pacific Northwest.

Conclusions and Recommendations

Based on information in the Historic Context Statement and the themes previously discussed, The Raised Streets and Hollow Sidewalks Historic District appears to be eligible for listing as a local historic district. The raised streets project reflects the political culture of the mid-19th century and also demonstrates why Sacramento was selected as the State Capital and the terminus of the transcontinental railroad: the city was particularly attractive to investors because it was willing to accommodate them. Rather than lose its bid as the State Capital or risk losing the railroad, Sacramento aggressively pursued the raised streets project to lessen flooding in the downtown and to improve the city's drainage and infrastructure system.

Additional research is recommended to determine the historic boundaries of the raised streets and hollow sidewalks. Architectural survey of the remaining hollow sidewalk segments that were not accessed during this survey is also advised.

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RECOMMENDATIONS

The Raised Streets and Hollow Sidewalks Historic District should be listed as a local historic district in the City of Sacramento. As a local district, the City would be able to establish policies to encourage the preservation and interpretation of this urban cultural landscape. Ideally, the City could also establish financial incentives to encourage property owners to rehabilitate and maintain the hollow sidewalk segments. Although the raised streets do not appear to be threatened, many the hollow sidewalk segments have been filled because of development.

It is recommended that DPR 523 B Forms (Building, Structure, Object Records) be produced for those hollow sidewalk segments exhibiting the highest levels of integrity. These hollow sidewalk segments tend to retain their integrity because they are underutilized. It may be possible for the City to form agreements with the property owner's of such segments that would allow public access to the spaces as part of the historic district interpretive program in exchange for funding to rehabilitate individual hollow sidewalk segments.

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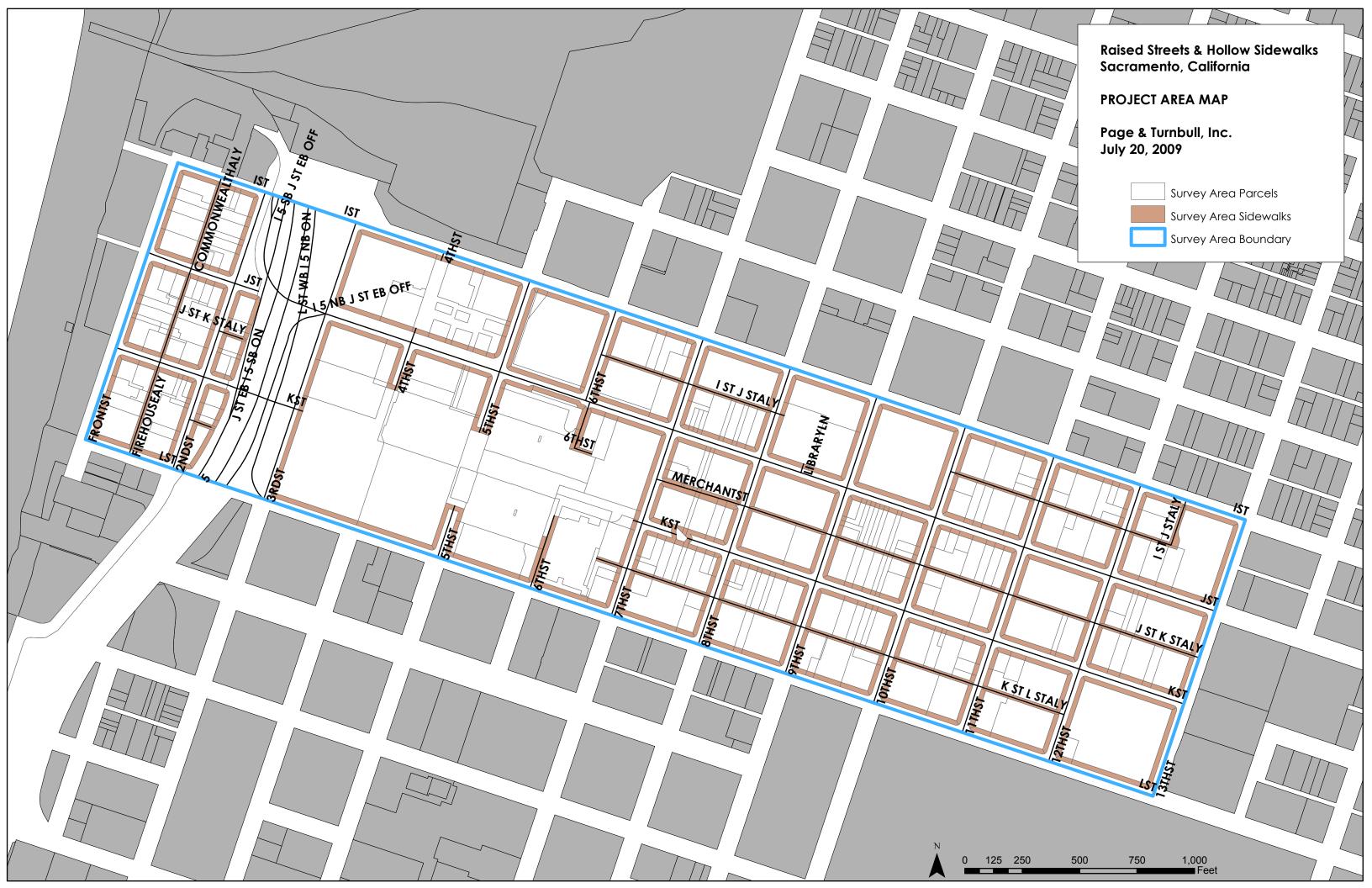
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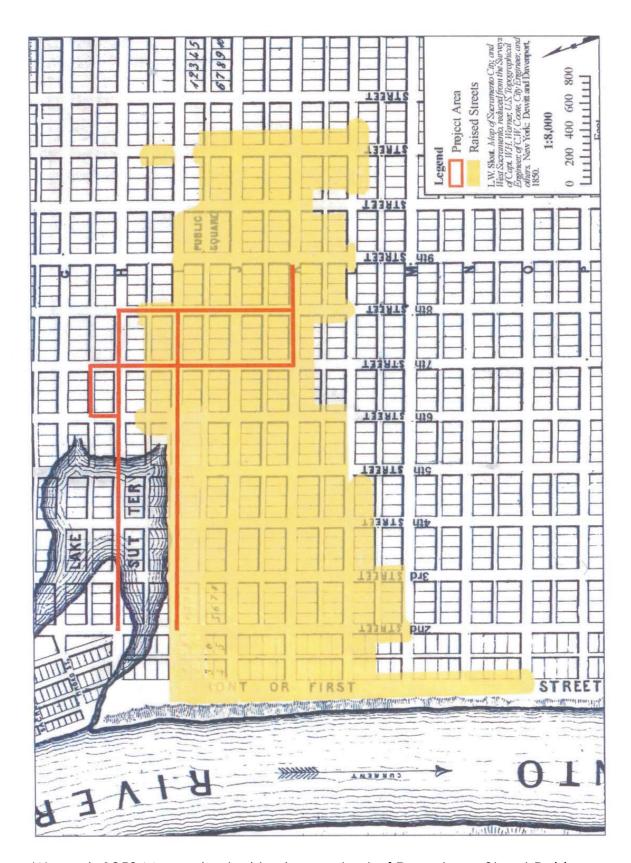
APPENDIX

MAPS

The following maps were prepared by Page & Turnbull:

- Project Area
- Previous Surveys
- Surveyed Parcels
- Raised Streets & Sidewalk Integrity
- Raised Streets & Year Built



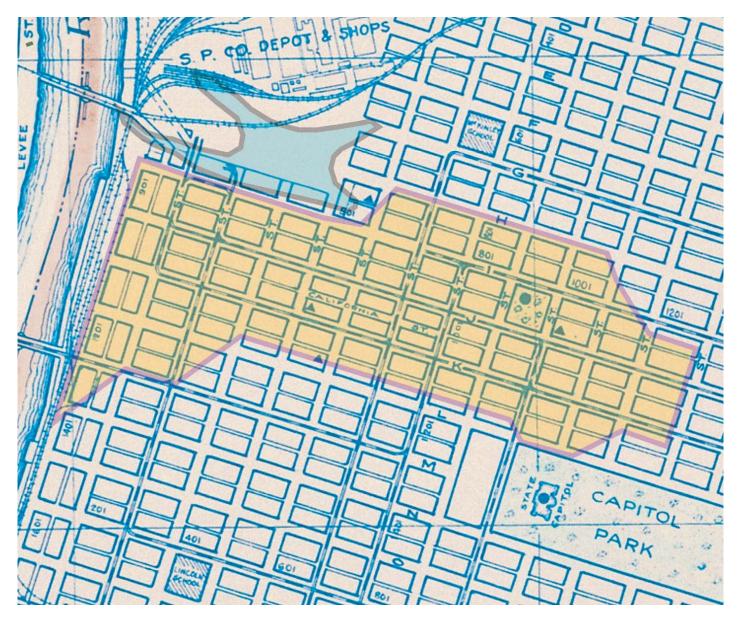


Warner's 1850 Map adapted to show extent of Downtown Street Raising. Kim Tremaine and Glenn Farris, "Rediscovering a Legacy: Archaeological Monitoring Report for the Sacramento Regional Transit District Light Rail Extension Project," March 2009.

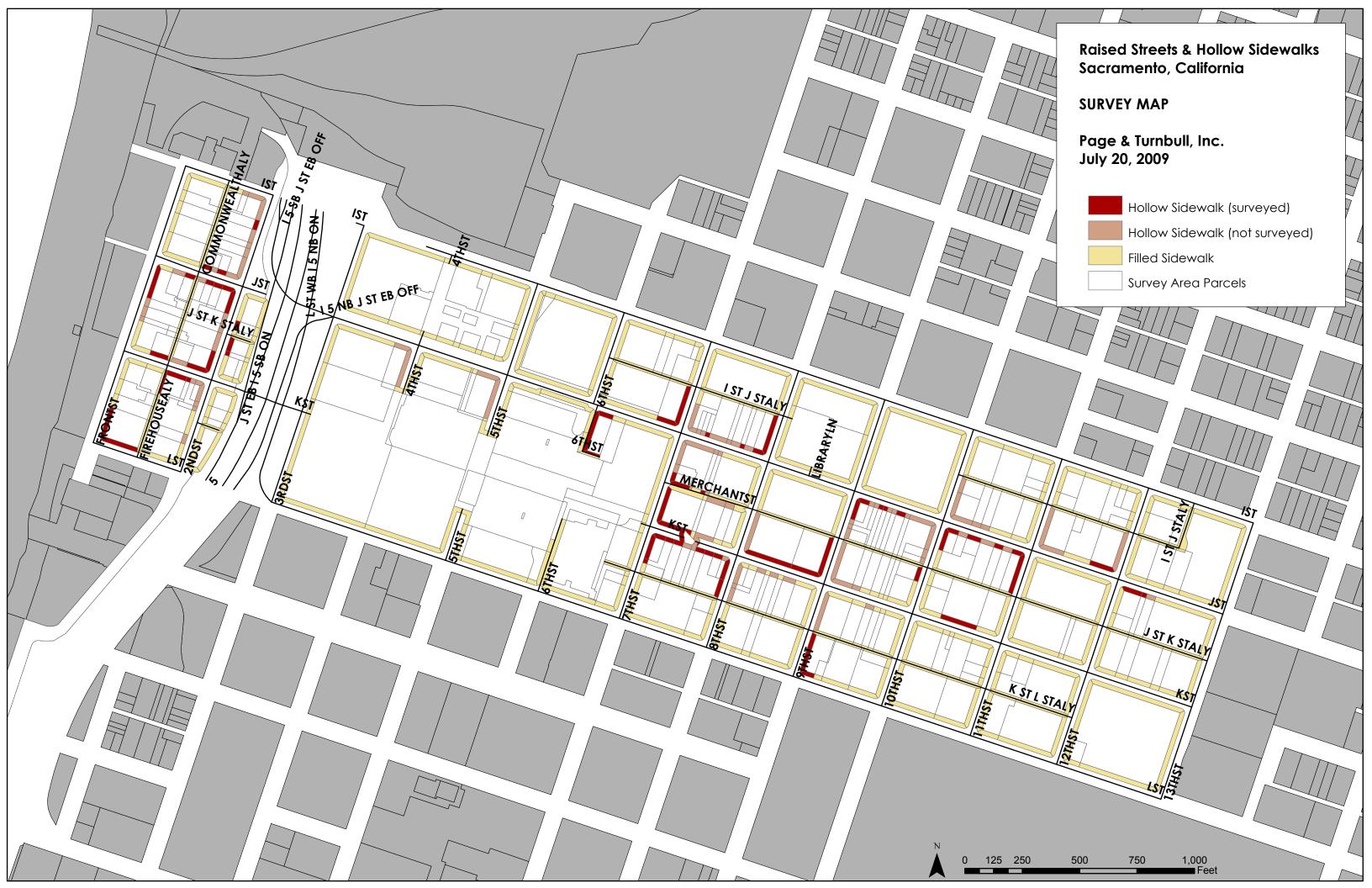
Raised Streets & Hollow Sidewalks Sacramento, California

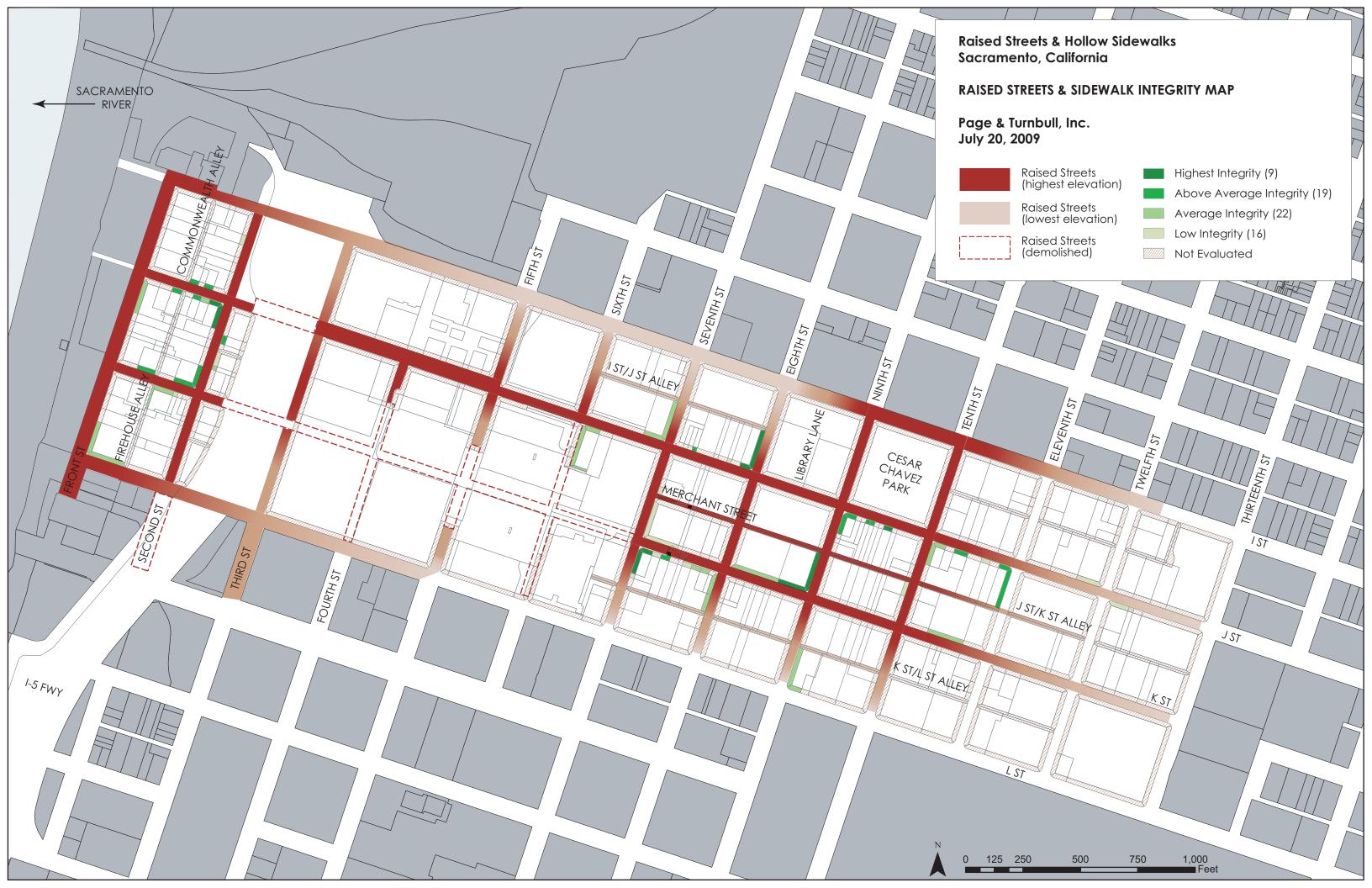
PREVIOUS SURVEYS

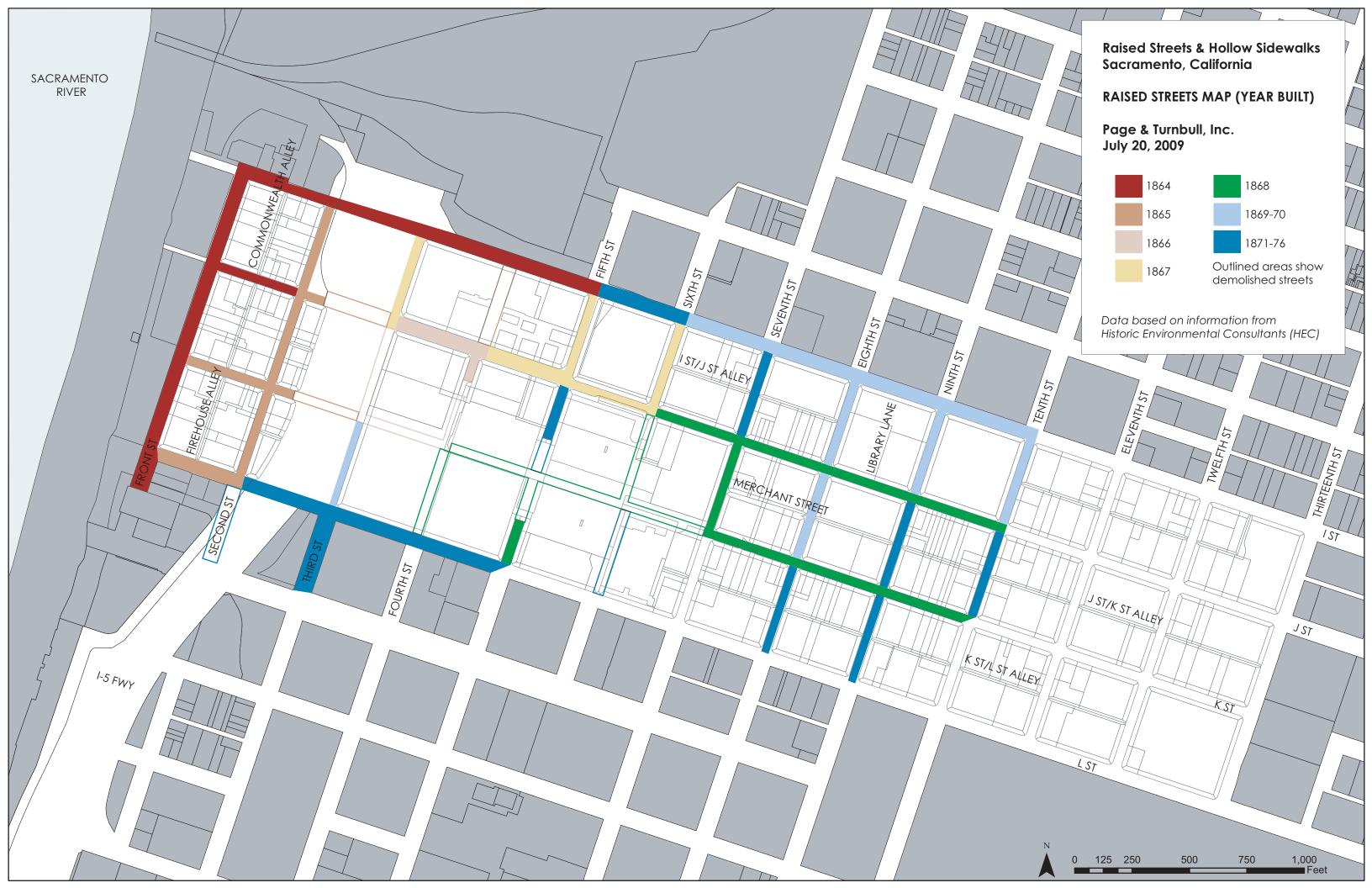
Page & Turnbull, Inc. July 20, 2009



Map of downtown Sacramento showing extent of Hollow Sidewalks. In presentation prepared by Brandon Spencer-Hartle.







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